The China Mail.

Established February, 1845.

Vol. XLIII. No. 7516. 號九十月九年七十八百八千一英 HONGKONG, MONDAY, SEPTEMBER 19, 1887. 日三初月八年亥丁 Price, $2 per Month.

AGENTS FOR THE *CHINA MAIL*.

LONDON:—F. Algar, 11 & 12, *Clement's Lane, Lombard Street*, E. C. George Street & Co., 30, *Cornhill*. Gordon & Gotch, *Ludgate Circus*, E.C. Bates Hendy & Co., 37, *Walbrook*, E.C. Samuel Deacon & Co., 150 & 154, *Leadenhall Street*. W. M. Wills, 151, *Cannon Street*, E.C.

PARIS AND EUROPE:—Amedei Prince & Co, 36, *Rue Lafayette, Paris*.

NEW YORK:—Andrew Wind, 21, *Park Row*.

SAN FRANCISCO and American Ports generally:—Bean & Black, *San Francisco*.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—Gordon & Gotch, *Melbourne and Sydney*.

CEYLON:—W. M. Smith & Co., The Apothecaries Co., *Colombo*.

SINGAPORE, STRAITS, &c.:—Sayle & Co., *Square, Singapore*. C. Heinszen & Co., *Manila*.

CHINA:—*Macao*, E. A. de Cruz. *Swatow*, Quelch & Co. *Amoy*, N. Moalle. *Foochow*, Hedge & Co. *Shanghai*, Lane, Crawford & Co., and Kelly & Walsh. *Yokohama*, Lane, Crawford & Co., and Kelly & Co.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital, ... $7,500,000
Reserve Fund, ... $3,900,000
Reserve Liability of Proprietors, ... $7,500,000

Court of Directors.

Chairman—Grote, Esq.
Deputy Chairman—C. D. Bottomley, Esq.
Hon. J. Bell Irving. | H. Hoppius, Esq.
W. H. F. Darby, Esq. | Hon. A. P. McEwen.
H. L. Dalrymple, Esq. | J. S. Moses, Esq.
W. H. Forbes, Esq. | Hon. F. D. Sassoon.

Chief Manager.
Hongkong, ... Thomas Jackson, Esq.
Manager.
Shanghai, ... Ewen Cameron, Esq.
London Bankers.—*London and County Bank*.

HONGKONG.
Interest Allowed.

On Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits:—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Hongkong, September 1, 1887. 363

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Sums less than $1, or more than $250 at one time will not be received. No depositor may deposit more than $2,500 in any one year.

3.—Depositors in the Savings' Bank having $100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked *On Hongkong Savings' Bank Business* is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the
Hongkong & Shanghai Banking Corporation,
T. JACKSON,
Chief Manager.

Hongkong, September 1, 1887. 754

Notices of Firms.

NOTICE.

SHAIKALLY FAZULALLY begs to give Notice that he has This Day Disposed of his Business and the whole of his Stock of Millinery, Drapery, &c., to Messrs. STRINGER & Co., of 117, Queen's Road, who will carry on the Business in their own Name at 6 & 8, Peel Street and Wellington Street.

Hongkong, September 1, 1887.

NOTICE.

MESSRS. STRINGER & Co. having This Day PURCHASED the STOCK-IN-TRADE of SHAIKALLY FAZULALLY, Milliner, Draper, &c., of 6 & 8, Peel Street and Wellington Street, beg to intimate their intention of Removing the whole of their present Stock from 117 Queen's Road to the above mentioned Premises, where they intend in future to carry on Business.

Hongkong, September 1, 1887. 1730

NOTICE.

WE Have authorized Mr. A. MacGLYMONT to Sign the Name of our Firm per Procuration from this date.

JARDINE, MATHESON & Co.

Hongkong, September 1, 1887. 1672

Intimations.

BRITISH NORTH BORNEO.

GOVERNMENT NOTIFICATION.
No. 64.

TO SHIP-MASTERS, SHIPPING AGENTS, &c.

WHEREAS it has been brought to the Notice of the Government of British North Borneo, that CHINESE who are DESIROUS of EMIGRATING to British North Borneo find a difficulty in doing so, owing to their want of knowledge of the Date of Departure of Ships and Steamers:

It is hereby made known that a Commission of not more than ONE DOLLAR for each able-bodied adult Chinaman will be paid to whosoever may chiefly assist in procuring passages for Immigrants to British North Borneo, on a printed order from the Captain addressed to the Government Agents in Hongkong, who are hereby authorised to pay such orders.

By the Governor's Command,
L. B. VON DONOP,
Government Secretary.

Sandakan, 6th August, 1887.

THE Printed Orders referred to in the above Notification can be obtained from us,

GIBB, LIVINGSTON & Co.,
Government Agents.

Hongkong, September 14, 1887. 1765

BRITISH NORTH BORNEO OR SABAH SANDAKAN.

NOTICE.

TO THE INHABITANTS OF CHINA.

THE Government of British North Borneo being DESIROUS of seeing Honest CHINESE FARMERS, GARDENERS, TRADERS and Others settle in this country are WILLING to OFFER them Free Grants of Land on the following easy terms:—

1. Intending Immigrants should understand that the Land is as a Rule covered with Forest, which the Immigrants must fell and clear for themselves.
2. Of this Land in localities approved by the Government, each man will be given one acre and each woman one acre, and each child, whether a boy or girl under sixteen years of age half an acre.
3. The Farmers and Gardeners must begin properly to cultivate and plant the Land selected by them within five years after they have selected it, for which a Provisional Lease will be given, and to avoid any mistake it will be better that they should immediately on their arrival see the Government Officer of the port and give in their names and the ages of the members of their families. This can be done without any payment whatever.
4. After the Land has been selected and planting begun the Government will give a written Lease for each lot, which will endure for 999 years, that is practically for ever; and all that the Owners will have to do will be to pay to the Government the small sum of ten cents a year for each acre they hold and five cents for each half-acre, and in return for this small payment the Government guarantees them protection and that they shall not be oppressed by either their own countrymen, or by white men or by others.
5. Before they have obtained the written Leases the Farmers and Gardeners cannot sell their lands to others without the consent of the Government, but after they have got the Lease then they can Sell the Land if they wish. But if after the Lease is granted, the rent is not duly paid to the Government for three successive years, the Land will revert to the Government.
6. If any Farmer or Gardener wishes to have more than one acre of Land he will be able to buy up to five acres from Government at fifty cents per acre as the Government wish to see Chinese settled in the Country. The quit-rent would be ten cents per acre.
7. In Hongkong, Messrs Gibb, Livingston & Co., or Messrs Birley, Dalrymple & Co., will give every information to intending immigrants as to the best way of coming to the Country. From Hongkong there are often Sailing Vessels coming to the country, and from Singapore there are three steamers running regularly—In Singapore the Chinese can go to Messrs A. L. Johnson & Co., for advice.
8. Chinese coming to this country need have no fear, as there are many of their countrymen settled here, and their customs are not interfered with by the Government, but Secret Societies are not allowed.

W. H. TREACHER,
Governor.

Sandakan, 22nd April, 1887. 1784

NOTICE.

HER MOST GRACIOUS MAJESTY'S JUBILEE.

IT having been decided to CELEBRATE HER MAJESTY'S JUBILEE on WEDNESDAY and THURSDAY, the 9th and 10th November, all Members of the Community are invited to Co-operate with the Jubilee Committee by ILLUMINATING their OFFICES and PRIVATE RESIDENCES.

By Order,
J. H. STEWART-LOCKHART,
Honorary Secretary.

Hongkong, September 15, 1887. 1798

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE Ordinary General MEETING of SHAREHOLDERS in the above Company will be held at the Office of the Undersigned, on SATURDAY, the 24th Instant, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1887.

The Transfer BOOKS of the Company will be CLOSED from the 16th to the 24th September, both days inclusive.

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, September 14, 1887. 1790

Business Notices.

Autumn 1887.

LANE, CRAWFORD & CO.'S

Tailoring Department.

LANE, CRAWFORD & Co.

Respectfully beg to draw the attention of the Public of Hongkong to their

NEW GOODS FOR THE AUTUMN AND WINTER, which have just been received: comprising—

ANGOLAS. FANCY CHEVIOTS.
TWEEDS. CASHMERES.
SAXONYS. HOMESPUNS.

Specialité.—Fine Twilled Cashmere and Superfine Broadcloths for EVENING DRESS.

Overcoatings, Ulsters, and a variety of Materials for Breeches and Riding Trousers.

LANE, CRAWFORD & Co.

Hongkong, August 26, 1887. 1636

Victoria Hotel,

Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now one of the principal Hotels in the place.

The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East.

The Accommodation and Service of every kind will be found to be of the best description.

An ample and varied TABLE D'HOTE is always provided and served in the spacious, large Dining Hall.

The HOTEL also contains handsome and comfortable Reception, Reading, Billiard and Smoking Rooms.

The HOTEL is unsurpassed for comfort, convenience and quick service.

Continental languages are spoken.

Messrs. DORABJEE & HING KEE,
Proprietors.

Hongkong, September 16, 1885. 1612

STAG HOTEL,

QUEEN'S ROAD CENTRAL, HONGKONG.

J. COOK, Proprietor.

THE HOTEL IS CENTRALLY SITUATED AND WITHIN A FEW MINUTES' WALK FROM THE PRINCIPAL LANDING PLACES.

GOOD ACCOMMODATION FOR VISITORS.
CHARGES MODERATE.
TIFFIN at 1 o'Clock. DINNER at 7.30.

WELL VENTILATED BILLIARD ROOM.

TIFFIN 50 CENTS. DINNER 75 CENTS.

Wines, Spirits and Malt Liquors of the very best quality only.

Hongkong, April 1, 1887. 607

W. POWELL & Co.

Dr. JAEGER'S SANITARY WOOLLEN SYSTEM.

WE HAVE RECEIVED A FULL SET OF SAMPLES OF MATERIALS FOR

Ladies', Children's and Gentlemen's

CLOTHING AND UNDERCLOTHING,

of every description, and are prepared to take Orders on Commission.

Terms and Particulars on application.

W. POWELL & Co.

Victoria Exchange, August 19, 1887.
(*Telephone* 21). 1576

ROBERT LANG & Co.,

Tailors, Hatters, Shirtmakers & General Outfitters,

QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

NEW GOODS

JUST OPENED:

BROWN FELT HATS.
CALCUTTA PITH HATS.
NEW COLLARS AND SHIRTS.
VERY THIN WATERPROOF COATS.
" " " SUITS (in Case).

Hongkong, September 3, 1887. 1691

Intimations.

THE HONGKONG CRICKET CLUB.

THE Annual MEETING for the purpose of receiving the Committee's Report for the past season, and of passing the Accounts, and Electing the Committee and Officers for the coming season, will be held at the Pavilion, on FRIDAY, the 23rd September, at 5.15 p.m. sharp.

ERNEST J. COXON,
Acting Hon. Secretary.

Hongkong, September 15, 1887. 1797

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

WANTED Two or Three ROOMS in a Central position as OFFICES for the above Company.

HAROLD DOWSON,
Agent,
4, Club Chambers.

Hongkong, September 5, 1887. 1701

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a Statement of Business Contributed during the Half-Year ended 30th June, 1887, on or before the 30th Instant, on which date the Accounts will be Closed.

By Order of the Board of Directors,
DAVID GILLIES,
Secretary.

Hongkong, September 15, 1887. 1799

Intimations.

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY General MEETING will be held at the Company's Office, Praya, Hongkong, on WEDNESDAY, the 21st September, 1887, at 11 o'Clock in the Forenoon, when Resolutions will be submitted for providing that the Senior Partner or Principal Representative of the General Managers for the time being resident in Hongkong shall be the Chairman of the Company; for reducing the present Capital to $175,000 divided into 3,500 shares of $50 each; for appointing Messieurs Warner Blodgett and Company, Special Agents, at Manila, in lieu of the late Messieurs Peele Hubbell and Company; for expunging Article 11 and inserting in its place an article empowering the General Managers to appoint, remunerate and remove local agents and appoint new ones at any ports (including Amoy and Manila on the termination of the present Special Agencies of Messieurs Tait and Company and Messieurs Warner Blodgett and Company); for confirming the power of Attorney dated the 23rd April last, given to Messieurs E. H. Warner and E. W. Blodgett, and for reducing the number of Auditors and the remuneration of the Consulting Committee.

RUSSELL & Co.,
General Managers.

Hongkong, September 12, 1887. 1766

WANTED.

AN EUROPEAN WOMAN, to take charge of Three Children, 8, 6 and 4 years of age.

Apply to 'A. B. C.,' care of *China Mail* Office.

Hongkong, August 1, 1887. 1499

Intimations.

WEAK EYES—The sight in this case might be perfect for seeing both near and far, but the Eyes get quickly tired when reading or writing and are often very much affected by a strong light. These cases are CURED by using Mr. LAZARUS' Spectacles.

No. 75, HONGKONG HOTEL,
For a few days only,
Consultation Free.

NEAR SIGHT—Where the sight is only defective for seeing distant objects. Mr. LAZARUS' Spectacles enable the wearer to see objects at all distances perfectly and with safety.

No. 75, HONGKONG HOTEL,
For a few days only,
Consultation Free.

OLD SIGHT—Vision only defective for reading and writing, all difficulties are removed and the sight restored as in Youth and with perfect ease to the Eyes by using Mr. LAZARUS' Spectacles.

No. 75, HONGKONG HOTEL,
For a few days only,
Consultation Free.

Mr. LAZARUS' TONIC GLARE SPECTACLES give the greatest relief in most cases of Nouralgia and Dizziness caused by excessive exposure and are the surest preventative of sunstroke.

N. LAZARUS—By Special Appointment to H.E. The Viceroy and Governor General of India.

No. 75, HONGKONG HOTEL,
For a few days only,
Consultation Free.

Hongkong, September 5, 1887. 1703

POSTPONEMENT OF MEETING OF MARINE LOT-HOLDERS.

MR. C. P. CHATER gives Notice to the Marine Lot-Holders and to the Attorneys and Agents of absent Marine Lot-Holders that the Meeting proposed to be held at the City Hall on Saturday next, the 17th Instant, CANNOT, with due regard to the Important Interests concerned, be USEFULLY held on that day, and he begs that the Marine Lot-Holders and their Representatives will MEET HIM at the same place on SATURDAY, the 1st October next, at 2.30 p.m., instead of on the day originally appointed.

Mr. Chater has, in response to his Invitation, received many valuable Suggestions and Amendments and has been promised many more, and he needs further time to examine them and to obtain the views of the Government thereon.

Hongkong, September 16, 1887. 1807

NOTICE.

MR. C. P. CHATER invites the Owners and the Attorneys or Agents of absent Owners of Marine Lots West of the Swimming Bath, TO MEET HIM in the City Hall, on SATURDAY, the 1st October, at 2.30 p.m., for the purpose of considering and discussing *the Project for the Reclamation of the Foreshore extending from the Gas Works to the Swimming Bath*, submitted by him to the Government in his letter to the Acting Colonial Secretary of the 13th July, 1887, and approved of by the Government with certain conditions and limitations as set forth in the Acting Colonial Secretary's letter to Mr. Chater of the 11th August last.

These Letters were published in the local papers on Friday and Saturday, the 12th and 13th August, and copies of them and of this invitation have been posted to every Marine Lot Holder resident in the Colony, and to the Agent or Attorney of every absent Marine Lot Holder whose name and address could be ascertained.

The Plan, dated 6th August last, referred to in the Acting Colonial Secretary's letter is, from this date, on exhibition in the room of the Chamber of Commerce at the City Hall, and is open to the inspection of all persons interested.

It shows the *minimum* quantity of reclaimed land to which each Marine Lot Holder will be entitled under the scheme.—

Mr. C. P. Chater will be glad to Receive communications in writing from all persons interested, embodying,—

(*a.*) Objections to the scheme in whole or part.
(*b.*) Suggestions for its improvement or amendment in any direction.
(*c.*) Pointing out any matters in connection therewith that stand in need of explanation or development.

Mr. Chater invites those communications that, in his capacity as intermediary between the Government and the Lot Holders, and to enable him the better to serve both parties, he may have an opportunity before the Meeting on the 1st October, of submitting any proposed alterations or modifications to the Government, and be in a better position at the meeting to answer questions, and discuss the amendments that may be proposed.

Owners of Marine Lots and Attorneys or Agents of Owners who have not received the Circular letter and copy of the correspondence above referred to are earnestly requested to apply at once to Mr. C. P. Chater, stating the numbers of the lots for which they are agents, when copies will be forwarded without delay.

Hongkong, 16th September, 1887. 1702

HONGKONG BRICK AND CEMENT COMPANY, LIMITED.

Office, No. 5, Queen's Road.

FIRE BRICKS OF SUPERIOR QUALITY FOR SALE.
PRICE, $30 PER 1,000.

The following Testimonial has been received from F. W. Cross, Esq., Manager, Hongkong and China Gas Company, Limited:—

'I have herewith much pleasure in testifying to the quality of the Fire Bricks as made by you at your new works.

'In appearance the Brick is light and soft as compared with the ordinary Fire Brick used in the Colony, but this I may say is characteristic of the best English Fire Brick.

'After a very severe test I have no hesitation in saying that this Brick is admirably suited to resist any degree of heat that it may be likely to undergo and for all purposes that Fire Bricks are used for.

'I am now about to build them into one of my Furnaces and have no doubt of their being able to stand as well as the English Fire Bricks I have been using.'

Hongkong, May 23, 1887. 931

For Sale.

FOR SALE.

JULES MUMM & Co.'s CHAMPAGNE,

Quarts ..... $20 per Case of 1 doz.
Pints ..... $21 " " 2 "

Dubos Frères & de Gernon & Co.'s BORDEAUX CLARETS AND WHITE WINES.

Baxter's Celebrated 'Barley Bree' WHISKY,—$7½ per Case of 1 doz.

GIBB, LIVINGSTON & Co.

Hongkong, July 18, 1884. 1187

FOR SALE.

TWO Beautiful PONIES; One Bay Shetland PONY, One Black High Stepper Manila PONY, perfectly docile and well broke for harness or saddle.

They can be seen at Chiarini's Circus every day from 9 to 12 a.m. where more information can be given.

Hongkong, September 14, 1887. 1788

Shipping.

Steamers.

FOR SWATOW AND BANGKOK.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

The Company's Steamer *Mongkut*, Captain Geo. Anderson, will be despatched for the above Ports on WEDNESDAY, the 21st Instant, at 8 a.m.

For Freight or Passage, apply to
YUEN FAT HONG,
Agents.

Hongkong, September 17, 1887. 1812

NAVIGAZIONE GENERALE ITALIANA

(Florio & Rubattino. United Companies.)

STEAM FOR
SINGAPORE, PENANG & BOMBAY,
Having connection with Company's Mail Steamers to
ADEN, SUEZ, PORT SAID,
MESSINA, NAPLES, (LEGHORN),
AND GENOA.

Also to MARSEILLES, all Mediterranean, Adriatic, Levantine and South American Ports, up to Callao. Taking Cargo at through rates to MADRAS, PERSIAN GULF and BAGDAD.

The Co.'s Steamship *Stura*, Capt. Demarchi, will be despatched as above on THURSDAY, the 22nd Instant, at Noon.

At Bombay, the Steamers are discharging in Prince's Docks.

For further Particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, September 10, 1887. 1752

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.

The Co.'s Steamship *Palinurus*, Captain Jackson, will be despatched as above on THURSDAY, the 22nd Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, September 17, 1887. 1810

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR CHEFOO AND TIENTSIN.

The Co.'s Steamship *Leesang*, Captain Sawer, will be despatched as above on or about the 23rd Instant.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, September 13, 1887. 1774

UNION LINE.

FOR NEW YORK *VIA* SUEZ CANAL.

The Steamship *Travancore*, Captain Logan, will be despatched for the above Port on or about the 23rd Instant.

For Freight or Passage, apply to
RUSSELL & Co.,
Agents.

Hongkong, September 16, 1887. 1804

STEAM TO YOKOHAMA, *VIA* NAGASAKI AND KOBE.

(*Passing through the* INLAND SEA.)

The P. & O. S. N. Co.'s Steamship *Thibet* will leave for the above places on SATURDAY, 24th September, at Daylight.

E. L. WOODIN,
Acting Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, September 12, 1887. 1761

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI *VIA* AMOY.

(*Taking Cargo & Passengers at through rates for* NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW *and Ports on the* YANGTSZE.)

The Co.'s Steamship *Oreades*, Capt. Hutchison, will be despatched as above on SATURDAY, the 24th Instant.

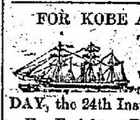
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, September 16, 1887. 1800

Shipping.

Steamers.

FOR KOBE AND YOKOHAMA.



The Steamship *Geelong* will be despatched for the above Ports on SATURDAY, the 24th Instant, at Noon.

For Freight or Passage, apply to
GEO. R. STEVENS & Co.,
Agents.

Hongkong, September 15, 1887. 1792

NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR BATAVIA, SAMARANG AND SOURABAYA, *VIA* SAIGON AND SINGAPORE.

The Co.'s Steamship *Borneo*, Capt. Wilkens, will be despatched as above on or about the 24th Instant.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, September 15, 1887. 1805

THE GIBB LINE OF STEAMERS.

FOR SYDNEY MELBOURNE AND ADELAIDE.

(*Calling at* PORT DARWIN AND QUEENSLAND PORTS, *and taking through Cargo for* TASMANIA, NEW ZEALAND, &c.)

The British Steamer *New Guinea*, Captain Wale, shortly due with part cargo from Japan and Foochow, will be despatched as above on or about the 25th Inst.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Managers.

Hongkong, September 14, 1887. 1789

SHIRE LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

The Steamship *Breconshire*, W. Waring, Commander, will be despatched for the above Ports on MONDAY, the 26th Instant.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.

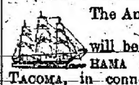
Hongkong, September 15, 1887. 1790

Sailing Vessels.

NORTHERN PACIFIC RAILROAD.

FOR UNITED STATES AND CANADA,

(*VIA* YOKOHAMA & TACOMA.)

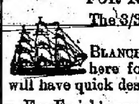


The American Ship *Alexander Gibson* will be despatched from Yokohama about 4th Proximo for Tacoma, in connection with the above Railroad, and the Undersigned are prepared to grant through Bills of Lading by her.

For Freight, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, September 15, 1887. 1791

FOR NEW YORK.



The S/S *L.L.L. American Ship Governor Robie*, Blanchard, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, August 22, 1887. 1599

Notices to Consignees.

NETHERLANDS-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM SOURABAYA, SAMARANG, BATAVIA, SINGAPORE AND SAIGON.

THE Company's S.S. *Borneo*, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ld., at West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 20th Instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.

Hongkong, September 13, 1887. 1779

STEAMSHIP *ANADYR*.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, Antwerp and Havre, ex Steamships *Romanil* and *Manche*, in connection with the above Steamer, are hereby informed that their Goods—with the exception of Opium, Treasure and Valuables—are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees before Noon To-day (Friday), the 16th Instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after Friday, the 23rd Instant, at Noon, will be subject to rent, and landing charges at one cent per packet per diem.

All Claims must be sent in to me on or before Saturday, the 24th Instant, or they will not be recognised.

No Fire Insurance has been effected.

G. de CHAMPEAUX,
Agent.

Hongkong, September 16, 1887. 1800

Notices to Consignees.

UNION LINE.

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON AND PENANG.

THE Steamship *Havre*, Captain LA PORTE, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Steamer will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

All Claims against the Steamer must be presented to the Undersigned on or before the 24th Instant, or they will not be recognised.

RUSSELL & Co.,
Agents.

Hongkong, September 12, 1887. 1765

Prospectus.

THE RAWANG TIN MINING COMPANY, LIMITED.

INCORPORATED UNDER THE 'INDIAN COMPANIES' ACT, 1866,' WHEREBY THE LIABILITY OF SHAREHOLDERS IS LIMITED.

CAPITAL, ... $125,000,
Divided into 6,250 Shares of $20 each;
Payable as follows:—
$2 on application; $4 on allotment; $2 on 1st December, 1887; $2 on 1st February, 1888. No further Calls to be made without a Notice of one month, and each Call not to exceed $2½ per Share.

Directors:

JAMES GUTHRIE DAVIDSON, Esq., (Advocate and Solicitor), Singapore, *Chairman.*
THEODORE SOHST, Esq., (Merchant), Singapore.
THOMAS SCOTT THOMSON, Esq., (Merchant), Singapore.
CUMBERLEGE CHARLES NORTHEY GLASS, Esq., (Merchant), Singapore.
LEE KENG YONG, Esq., (Merchant), Singapore.
NAP KWAN SENG, Esq., of Kwala Lumpor Selangor, owner of the 'Pudu,' 'Simpah,' 'Pansimpah' and 'Sunghei Kryon,' Tin Mines, Selangor.

Bankers:
CHARTERED MERCANTILE BANK OF INDIA LONDON & CHINA.

Solicitors:
MESSRS. RODYK & DAVIDSON, Singapore.

Auditors:
ALEXANDER JAMES GUNN, Esq., Accountant, Singapore.

General Agents:
MESSRS. W. R. SCOTT & Co., Merchants, Singapore.

Offices:
No. 5, COLLYER QUAY, Singapore.

THE SUBSCRIPTION LIST will be CLOSED on the Morning of SATURDAY, 1st October next. Applications for Shares may be sent to the CHARTERED MERCANTILE BANK OF INDIA, LONDON, & CHINA, Singapore. Copies of Prospectus and Forms of Application can be obtained from the Bank's Branch in Hongkong.

1st September, 1887. 1680

To-day's Advertisements.

CHIARINI'S GRAND CIRCUS, MENAGERIE, AND CONGRESS OF WONDERS.

ANNOUNCEMENT EXTRAORDINARY.

NO PERFORMANCE TO-NIGHT (MONDAY), 19th September.

In consequence of the devastating Typhoon of Saturday, the 17th instant, which caused heavy destruction and deterioration of Property, there will be

NO PERFORMANCE THIS NIGHT.

TO-MORROW NIGHT,
WEATHER PERMITTING,

Signor CHIARINI announces an EXTRAORDINARY PERFORMANCE for the BENEFIT of MISS VICTORIA BLANCHE,

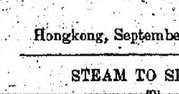
The distinguished and refined Australian AMAZON, with the valuable contribution of all the elements of this Grand Combination.

Miss VICTORIA BLANCHE, as well as the other Ladies and Gentlemen of the Company, will exert themselves to the best of their abilities in order to leave an agreeable impression on all those who come to patronize the beneficiary.

L. MAYA,
Secretary.

Hongkong, September 19, 1887. 1826

STEAM TO SHANGHAI.



The P. & O. S. N. Co.'s Steamship *Hydaspes* will leave for the above place on WEDNESDAY, 21st Instant, at 10 a.m.

E. L. WOODIN,
Acting Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, September 19, 1887. 1821

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

The Co.'s Steamship *Haiphong*, Captain HARRIS, will be despatched for the above Ports on WEDNESDAY, the 21st Inst., at Noon.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, September 19, 1887. 1823

HERR HEINRICH KÖHLER will give another
PIANOFORTE RECITAL,
in
St. Andrew's Hall,
CITY HALL,
ON
WEDNESDAY NEXT,
21st September, 1887.

PROGRAMME:—

A
1.—Rondo in E Flat by.... WEBER BILOW.
2.—The Mill..... JENSEN.
3.—Tannhäuser March by.. WAGNER-LISZT.

B
1.—Fantasie—Impromptu.. CHOPIN.
2.—Air Italien..... CH. MAYER.
3.—Wedding March ..... MENDELSSOHN.

C
1.—Spinning Song from the Flying Dutchman by..... } WAGNER-LISZT.
2.—Nocturne ..... CHOPIN.
3.—Finale from the 1st Concerto ..... } MENDELSSOHN.

D
1.—Tarantella..... NICODE.
2.—Hungarian Rhapsody... LISZT.

Doors open at 8.30, to commence at 9.

ADMISSION:—2 DOLLARS and 1 DOLLAR.

Tickets to be obtained at Messrs. KELLY & WALSH, LD., Messrs. LANE, CRAWFORD & Co., and Messrs. KRUSE & Co.

Hongkong, September 19, 1887. 1825

FOR SHANGHAI

The Steamship *Yangtsze*, Capt. TH. W. STARLING, will be despatched for the above Port on WEDNESDAY, the 21st Instant, at 4 p.m.

For Freight or Passage, apply to
SIEMSSEN & Co.

Hongkong, September 19, 1887. 1827

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT.)

The Co.'s Steamship *Diamante*, Capt. McCASTLIN, will be despatched for the above Port on FRIDAY, the 23rd Inst., at 4 p.m.

For Freight or Passage, apply to
RUSSELL & Co.,
General Managers.

Hongkong, September 19, 1887. 1819

THE CHINA SHIPPERS MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI, HIOGO AND YOKOHAMA.

The Co.'s Steamship *Ningchow*, G. L. CASTLE, C'mander, will be despatched for the above Ports on or about the 24th Inst.

For Freight, &c., apply to
ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, September 19, 1887. 1822

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, SYDNEY AND MELBOURNE.

The Co.'s Steamship *Taiyuan*, W. M. DODD, C'mander, will be despatched as above on SUNDAY, the 25th Instant, at Daylight.

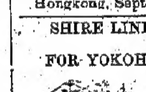
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon and Cabins are situated forward of the Engines. Second Class Passengers are berthed in the Poop. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly qualified Surgeon is carried.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, September 19, 1887. 1818

SHIRE LINE OF STEAMERS.

FOR YOKOHAMA AND KOBE.



The Steamship *Glamorganshire*, D. DAVIES, Commander, will be despatched for the above Ports on the 26th Instant.

This Steamer has superior Passenger Accommodation.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, September 19, 1887. 1824

FROM ANTWERP, PENANG AND SINGAPORE.

THE Steamship *Watergeus*, Capt. SCOTT, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense.

SIEMSSEN & Co.,
Agents.

Hongkong, September 19, 1887. 1820

PUNJOM AND SUNGHIE DUA SAMANTAN MINING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Second Ordinary Yearly MEETING of SHAREHOLDERS in the above Company will be held at the Company's OFFICE, No. 4, Club Chambers, on THURSDAY, the 29th September, 1887, at 3 p.m., for the purpose of receiving a Report of the Directors, together with a Statement of Account, and for the election of Directors and Auditors.

A. O'D. GOURDIN,
Secretary.

Hongkong, September 19, 1887. 1816

Not Responsible for Debts.

Neither the Captain, the Agents, nor the Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

ALLIE ROWE, Hawaiian brig, Captain J. Phillips.—Wieler & Co.
CLAN MACKENZIE, British ship, Capt. G. R. Harris.—Order.
GOVERNOR ROBIE, American ship, Capt. Wm. H. Blanchard.—Russell & Co.
ROMEDAL, British ship, Captain Whyte.—Wieler & Co.

SHIPPING.

ARRIVALS.

September 17, 1887:—

Ingraban, German steamer, 1,294, M. Ruge, Swatow September 16, General.—BUN HIN CHAN.

Benalder, British steamer, 1,331, R. W. Thomson, Shanghai Sept. 16, Tea, &c.—GIBB, LIVINGSTON & Co.

Fee Chee, British steamer, 643, W. R. Lugar, London July 27, Cable.—JARDINE, MATHESON & Co.

September 18:—

Haiphong, British steamer, 1,122, Harris, Foochow September 15, Amoy 16, and Swatow 17, General.—DOUGLAS STEAMSHIP Co.

Diamante, British steamer, 514, A. A. McCaslin, Manila September 14, General.—RUSSELL & Co.

Dafila, British steamer, 535, John Watt, Manila September 15, General.—HON TAK.

Yung Ching, Chinese steamer, from Whampoa.

James S. Stone, American barque, 674, Barston, Honolulu August 5, Ballast.—RUSSELL & Co.

September 19.

Clara, German steamer, 674, C. Christensen, Newchwang September 12, Beans.—SIEMSSEN & Co.

Amigo, German steamer, 770, C. A. Hundewadt, Singapore September 11, General.—WIELER & Co.

Visayas, Spanish steamer, 496, Juan de Ajubita, Manila September 14, General.—BAN HOO HONG.

Fidelio, German steamer, 750, H. Brook, Amoy September 18, Ballast.—WIELER & Co.

Kong Beng, British steamer, 862, F. W. Phillips, Bangkok September 13, General.—YUEN FAT HONG.

Hydaspes, British steamer, 1,899, E. Crew, London August 4, and Singapore September 14, Mails and General.—P. & O. S. N. Co.

Tritos, German str., 1,142, A. Bleicken, Bangkok September 12, Rice.—SIEMSSEN & Co.

Ashburne, British steamer, 1,613, Walker, Cheribon September 9, Sugar.—BUTTERFIELD & SWIRE.

Watergeus, Belgian steamer, 558, Scott, Antwerp July 27, and Singapore, General.—SIEMSSEN & Co.

Thibet, British steamer, 1,671, T. F. Creery, Yokohama September 14, Mails and General.—P. & O. S. N. Co.

DEPARTURES.

September 18:—

Port Augusta, for Kobe.
Fooksang, for Swatow and Shanghai.

September 19:—

Glenfalloch, for Singapore and London.
Nanshan, for Swatow.
Kiang Lee, for Whampoa.
Antonio, for Kobe, Chemulpo & Victoria, B.C.
Wingsang, for Singapore and Calcutta.
Palamed, for Singapore and London.
Formosa, for Coast Ports.
Jacob Christensen, for Kutchinotzu.
Don Juan, for Amoy and Manila.
Cheang Hock Kian, for Amoy.

CLEARED.

P. N. Blanchard, for New York.
Ingraban, for Singapore.
Ningtu, for Thursday Island and Sydney.
Marina, for Nagasaki.

PASSENGERS.

ARRIVED.

Per *Benalder*, from Shanghai, Mr Nelson, and 4 Chinese, for London.

Per *Fee Chee*, from London, Mr C. M. Campbell, C.E., and Mr Daley.

Per *Haiphong*, from Coast Ports, 1 European, and 61 Chinese.

Per *Diamante*, from Manila, Messrs White and Abrahams, and 50 Chinese.

Per *Clara*, from Newchwang, 1 Chinese.

Per *Amigo*, from Singapore, 491 Chinese.

Per *Visayas*, from Manila, 67 Chinese.

Per *James S. Stone*, from Honolulu, 103 Chinese.

Per *Kong Beng*, from Bangkok, 22 Chinese.

Per *Taiyuan*, from Sydney, &c., Mr Goold, Mr and Mrs McKie and child, 1 European, and 30 Chinese.

Per *Hydaspes*, for Hongkong: from London, Rev. W. and Mrs Jennings and child, Mr Lembke and amah; from Bombay, Messrs Bisi, Senzini, Sucka and Praca; from Penang, 20 Chinese; from Singapore, Mr H. W. H. Stevens, and 36 Chinese. For Shanghai: from London, Messrs T. Tolliday, J. Mills, T. Calshaw and Cloney. For Yokohama: from London, Mr J. M. Saunders; from Penang, Mrs Ishiwata Sai infant; from Singapore, Surg.-Major Crean.

Per *Tritos*, from Bangkok, 9 Chinese.

Per *Watergeus*, from Singapore, 55 Chinese.

Per *Thibet*, from Yokohama, Messrs W. H. Lobb, G. F. Lobb, J. Dade, Serg.-Maj. Powell, Messrs W. H. Thornhill, Yew Chuen, Tai Tuck Tong, J. Ralston, A. Platt, Yui Ching Cheong, A. Mau, G. Van Delden, M. Van Delden, H. J. H. Tripp and native servant, 2 distressed British seamen, and 9 Chinese deck.

DEPARTED.

Per *Don Juan*, for Amoy, Dr. A. Franco, and 200 Chinese.

Per *Wingsang*, for Singapore, &c., 2 Europeans, and 431 Chinese.

Per *Palamed*, for Singapore, &c., 1 European, and 80 Chinese.

Per *Formosa*, for Swatow, 1 European, and 250 Chinese.

Per *Cheang Hock Kian*, for Amoy, 500 Chinese.

TO DEPART.

Per *Ingraban*, for Singapore, 500 Chinese.
Per *Chin tu*, for Sydney, 3 Europeans, and 40 Chinese.

SHIPPING REPORTS.

The British steamer *Benalder* reports: Had fine weather and big southerly swell from Amoy.

The British steamer *Fee Chee* reports: Had generally good weather throughout.

The British steamer *Haiphong* reports: Left Foochow on 15th instant, and experienced strong N.E. breeze to Amoy. Left Amoy on 16th instant, and had strong N.E. to E.N.E. winds with heavy sea to Swatow. Thence to Hongkong fresh S.E. winds with heavy swell. Steamer in Foochow, *Benalder*. In Amoy, German gunboat *Iltis*. In Swatow, steamer *Haitan*.

The German steamer *Clara* reports: Had strong N.E. wind the first part. The latter three days heavy swell from S.W.

The German steamer *Amigo* reports: From Singapore lat. 16° 10′ north, and long. 110° 40′ east; strong S.W. winds, on the 17th instant to the 19th, wind was blowing very hard from W. to S.W., with very high sea, from N.E., N.W. and S.W. Barometer down to 29.62.

The British steamer *Kong Beng* reports: September 13th, left Bangkok, and experienced light westerly winds, occasional rain and dark cloudy weather to Pulo Obi; to Cape Padaran light variable winds passing cloudy. Thence to port moderate variable winds passing cloudy with a high confused sea.

The British steamer *Taiyuan* reports: Left Sydney on the 22nd August, and arrived at Brisbane Bar on the 25th, left again the same evening and arrived at Townsville on the 27th, left Townsville on the 29th arriving at Cooktown on the 30th, left again the same day and arrived at Thursday Island on the 1st Sept., left again the same day and arrived at Port Darwin on the 4th inst., left Port Darwin again on the 7th inst. and arrived at Hongkong on the 17th inst. On the 16th wind increased to a Typhoon and continued till 4 a.m. on the morning of the 17th.

The British steamer *Dafila*, from Manila 14th September, reports had moderate S.W. winds and high sea. On the morning of 15th instant strong wind and heavy sea, with passing squalls continuing with high confused sea until 4 p.m. on the 16th; thence strong N.W. gale still increasing with heavy squalls, rain coming down in torrents. At 8.30 p.m., 16th, ran ship on a southerly course. At 11 p.m. wind still increasing with blinding rain, barometer jumping from 29.39 to 29.43. At midnight, tremendous confused sea, wind hauling westerly. Bar. 29.42. At 4 a.m., 17th, gale decreasing gradually, still running before wind, Bar. 29.48. At 8 a.m., kept ship up for Hongkong, with high confused sea all the way to port.

POST OFFICE NOTICES.

MAILS will close:—

For SAIGON.—
Per *Sussex*, at 4.30 p.m., on Tuesday, the 20th inst., instead of as previously notified.

For SWATOW & BANGKOK.—
Per *Mongkut*, at 5 p.m., on Tuesday, the 20th inst.

For NAGASAKI, KOBE & YOKOHAMA.
Per *Thibet*, at 5 p.m., on Friday, the 23rd inst.

For KOBE & YOKOHAMA.—
Per *Geelong*, at 11.30 a.m., on Saturday, the 24th inst.

MEMOS. FOR TO-MORROW.

Amusements.

9 p.m.—Chiarini's Circus and Menagerie at East Bowrington.

Miscellaneous.

Goods per *Borneo* undelivered after this date subject to rent.

General Memoranda.

WEDNESDAY, September 21:—
11 a.m.—Meeting of Shareholders of The China and Manila Steamship Co., Ltd., at the General Managers' office.
9 p.m.—Performance at the City Hall.

FRIDAY, September 23:—
Goods per Steamer *Anadyr* unclaimed after Noon subject to rent.
5.15 p.m.—Meeting of Members of the Hongkong Cricket Club.

SATURDAY, September 24:—
Noon.—Meeting of Shareholders of the Douglas Steamship Co., Ltd., at the General Managers' office.
Goods per *Havre* undelivered after this date subject to rent.

THURSDAY, September 29:—
3 p.m.—Meeting of Shareholders of the Punjom and Sunghie Dua Samantan Mining Co., Limited, at No. 4, Club Chambers.

The publication of this issue commenced at 9.30 p.m.

The China Mail.

HONGKONG, MONDAY, SEPTEMBER 19, 1887.

TELEGRAMS.

(From the *Singapore Papers.*)

THE BULGARIAN CRISIS.

Constantinople, Sept. 12.—Prince Ferdinand denies any intention to go to Hungary.

Prince Bismarck, replying to a request of the Porte to mediate, advised the Porte to acquaint the Powers with the Russian proposals and promised that any feasible plan should have his support.

LOCAL AND GENERAL.

PASSED SUEZ CANAL.

OUTWARD BOUND:—*Flintshire, Ulysses, Feechee*, Aug. 16; *Victora, H. Haarfager*, 23; *Amphitrite, Glaucus*, 26; *Glengarry*, 30; *Anchises, Ira Gaddy, Metapedia*, Sept. 6; *Glenfintas, Niobe*, 9; *Benlawers, Telemachus, Sachsen*, 13; *Stentor*, 16.

HOMEWARD BOUND:—*James Watt*, Aug. 12; *Glenfruin*, 26; *Aberdeen*, 30; *Denbighshire, Glencoe*, Sept. 6; *Nestor, Cassandra*, 9; *Ava*, 13; *Hankow, Prometheus*, 16.

The Canadian Pacific Line steamer *Parthia* was to leave Yokohama on the 16th inst., and may be expected here on or about 22nd inst.

The D. D. R. steamer *Electra*, from Hamburg, left Singapore for this port on the 13th inst., and may be expected here on or about the 20th inst.

The O. S. S. Co.'s steamship *Orestes*, from Liverpool, left Singapore on the 16th inst., and may be expected here on or about the 22nd inst.

The China Shippers Mutual S. N. Co.'s steamer *Ningchow* left Singapore on the 17th inst., and may be expected here on or about the 23rd inst.

The Union Line steamship *Victoria* left Singapore on the 17th inst., and may be expected to arrive here on or about the 23rd inst.

The Shire Line steamer *Glamorganshire* left Singapore on the 19th inst., and may be expected here on or about the 25th inst.

THE delivery of the English mail was begun at 1 this afternoon.

WE note with pleasure the return of the Rev. W. Jennings, Colonial Chaplain, after a furlough spent at Home.

MESSRS Adamson, Bell & Co. inform us that the Shire Line steamer *Glamorganshire* left Singapore this morning for Hongkong.

THERE will be no performance at the Circus to-night, but there will be one to-morrow, if the weather permits.

MESSRS Russell & Co. inform us that the Union Line steamer *Victoria* left Singapore for this port on the 17th inst., and may be expected to arrive on the 23rd instant.

THE Queen has been pleased to approve of Mr William Gibson Brodie as Consul at Hongkong for his Majesty the King of Siam.

OWING to pressure on our space we are objected to keep out our share list. The only change of any importance is a fall of Punjoms from 11½ to 11¼.

WE have received the report of the Douglas Steamship Company Limited, but are unable to give it to-night. A dividend of 7 per cent. has been declared and the sum of $51,111.38 has been placed to Reserve Fund.

THE London *Gazette* of the 12th inst. contains the following notification:—'Downing-street, Aug. 11.—The Queen has been pleased to appoint Frederick Stewart, Esq., to be Colonial Secretary and Auditor-General for the Colony of Hongkong.'

MESSRS Adamson Bell & Co., agents for the Canadian Pacific line, inform us that they are advised that the *Abyssinia's* Teas arrived in Chicago on the 12th and in New York on the 13th inst., 25 and 26 days respectively, the *Abyssinia* having left Yokohama on the 18th August.

MR Mitchell-Innes heard further evidence, in the Police Court this afternoon, in connection with the charge of assault made by a chair-coolie against eight men. Mr Wai Sun appeared for seven of the prisoners and Mr Caldwell for the remaining one. The assaulted man who has been for some time confined to the Hospital in consequence of the injuries he received, identified the third and fifth prisoners as the two men who rushed upon him and struck him with iron bars. The case was remanded.

A COMPLAINT was brought in the Police Court to-day, before Mr Mitchell-Innes, by two boat-women against a Chinese police constable, for threatening them. The women stated that the defendant, along with another, came on board their boat and made overtures of an amorous nature. On being repulsed by the boatwomen, the over-ardent wooers tried to promote their suit by threatening the ladies with a pistol and an iron bar. It appeared that the men renewed their attentions on the following day, when the women called for the police and got one of the offenders arrested. The case was remanded, the constable being allowed bail in one surety of $50.

WE draw the attention of the lovers of high-class music to the programme, published elsewhere, of Herr Köhler's second concert on Wednesday next. It will be seen that the programme is even more popular than the last, and now that Herr Köhler is better known to music-lovers than on the last occasion, there can be little doubt but he will have a full as well as an enthusiastic house to greet him on his second appearance. We learn that he gave a very successful semi-private concert in the house of the German Consul at Canton; and it is his intention to give a third performance here, if possible, when he will play The Moonlight Sonata. We wish Herr Köhler every success.

A 'RICKSHA coolie named Chan Aloi, who was rushing along Queen's Road with his vehicle on Saturday afternoon, ran against a coolie named Fung Akai, struck him with the shaft of his vehicle and thereby inflicted so severe an injury that the man died an hour afterwards. It is supposed that the 'ricksha coolie had, owing to the heavy rain that was falling at the time, failed to observe the man in front of him. To-day, the driver of the vehicle was brought before Mr Mitchell-Innes in connection with the affair, when a charge of reckless driving was made against him, but the case was remanded till Wednesday. An inquest was held on the body of the deceased coolie this afternoon, when the jury returned a verdict finding that death had been the result of the blow received from the shaft of the 'ricksha. They did not consider, however, that there was sufficient evidence to show that any blame attached to the driver of the vehicle.

THE *Britannia*, the sister ship to the *Victoria*, was successfully launched on the 18th Aug. from Messrs Caird and Co.'s building-yard, Greenock. The *Britannia*, which is a vessel of 6,000 tons and 7,000-horse power, is appointed to leave for Australia on Nov. 4.

THE Peninsular and Oriental Company have undertaken to place their large new steamers, the *Victoria* and *Britannia*, and two others yet to be built, at the disposal of the British Government, in the event of war, for an annual retainer of £3000 each. The company have also offered to supply seven other steamers of their fleet for the same purpose without retaining fees.

AN application was made by Mr Caldwell to Mr Mitchell-Innes, in the Police Court, for the reconsideration of a sentence passed by his Worship on the 14th inst. A boy, Mr Caldwell said, had been fined $24 for selling taz-fa tickets, while it appeared that no tickets were found in his possession. His Worship said the defendant was fined for obstructing the street. Mr Caldwell said the sentence seemed rather a hard one for mere obstruction. His Worship said he would send for the minute of proceedings in connection with the case in order that Mr Caldwell might see it. Mr Caldwell having examined the minute, said it seemed that his Worship had based the conviction on the evidence of a police constable, who declared that he went along with an informer to a certain place and saw the defendant standing there with a bag. This was followed by the evidence of the informer, who stated that at a certain time he saw the defendant selling taz-fa tickets to people. Mr Caldwell submitted that upon that evidence his Worship could scarcely convict anybody. He would see that the whole of the evidence pointing to the connection of the defendant with taz-fa tickets was that of one solitary witness; and he thought he was not going too far in saying that at Home no Magistrate would convict on evidence of that kind. His Worship knew how very strongly Judges at Home had spoken with reference to the evidence of informers, even when there were more than one of them, and here there was only one. He hoped his Worship would reconsider the case. His Worship said the evidence appeared satisfactory to him, otherwise he would not have made a conviction. He should like to know what Mr Caldwell proposed to do. Mr Caldwell said his humble submission was that the evidence was not sufficient. He should be able to show his Worship that the defendant had nothing to do with Taz-fa tickets, and would also be able to give a satisfactory explanation as to how he came by the money that was found in his possession. His Worship said if Mr Caldwell could satisfy him on these points he would be quite willing to hear the case again. Mr Caldwell said he would make a further application as to the date of the rehearing.

AN important order to build the first of several new mail steamers for the coasting trade of the Japanese Islands has been secured by Messrs Pearce Bros., Dundee. The order will afford employment to a large number of workmen.

THE *Army and Navy Gazette* announces the following Artillery reliefs:—No. 7 Battery, 1st Brigade, Western Division, from St. Helena to Hongkong. No. 1 Battery, 1st Brigade, Western Division, from Hongkong to the Cape.

AT a conference of the various trade representatives, held in Melbourne recently, resolutions in connection with Chinese immigration were carried unanimously. The meeting advocated a tax of £100 on casual Chinese visitors, and one of £120 on those Chinamen who intended to remain in the Colony.

THE Special Committee on Small Arms, which has under consideration the question of the introduction of a magazine rifle, has virtually decided further to reduce the bore of the future military weapon. The exact calibre has not yet been fixed, but it will be considerably less than the unissued Enfield-Martini, which is ·40, a gauge much smaller than the Martini-Henry, the rifle at present in the hands of our troops. This decision on the part of the committee will necessitate the discarding of all the new Enfield-Martinis, about 100,000 stand, that have been made during the past year in the Government Small Arms Factory, and the substitution of the still newer bore weapon, which has a gauge of between ·30 and ·40. The committee are still unable to agree as to the best type of magazine to recommend for adoption for the British soldier, and it is understood that question will not be finally settled for a month or two.

A HOME paper has the following:—He is rather an advanced specimen of the genus missionary who has been recently discoursing at Amoy on the doctrine of eternal punishment, for he is quite clear that, at least three sets of people will be 'all right,' or, at least, not subject to condemnation in the next world, namely—(1) The Heathen Chinese, and heathen in general; (2), street Arabs; (3), honest doubters, such as Huxley. Under the last head there is room for difference of opinion as to what constitutes an 'honest doubter,' but, in any event, this young missionary is to be congratulated on being a 'comfortable' sort of preacher; and as he has been asked to hold forth in Amoy again, it looks as if he would become popular. What his constituents in the missionary association in England who sent him out will have to say as to this falling away from the ultra-evangelical standpoint is another matter. Probably, if he 'bags' a few dozen Chinese converts his latitudinarianism may be condoned.

YESTERDAY afternoon (12th inst.) a very queer looking craft might have been seen cruising about Singapore harbour. It was the first stern-wheel steamer ever seen in this port, out for a trial trip after her sections had been put together at Tanjong Pagar Dock. She has been imported by Messrs Syme and Co., for the Panjam Mining Co., Pahang, and is specially built to ply upon the Pahang river. She is a hundred feet long and draws merely a foot or 13 inches water. Her boiler is of the locomotive pattern and stands upon deck. A jacketed steam pipe is led underneath the wooden awning right aft to where the engines are arranged, one on each side, close to the stern-wheel. These, as well as the boiler, are by Alley and Maclellan, of Glasgow. In addition to her value to the Panjam Company as a means of communication between Pekan and the scene of the Company's operations, the steamer will no doubt do a great deal towards developing general trade along the line of the Pahang river.—*Singapore Free Press.*

THE French Mail Service.—The *Ceylon Times* says:—We are extremely glad—and most business men in Colombo will share our feeling—to read M. Ruinat's letter. It informs the public that, in future, up to July 31st, 1888, outward French steamers from Marseilles will stay in Colombo harbor 24 hours in the S. W. monsoon, and 20 hours in the N. E. monsoon; while, better still, the homeward steamers from China will wait here 36 hours in the S. W. monsoon and 30 hours in the N. E. monsoon, provided only that the steamers are not behind their time; and as the French steamers are nearly always in advance of it, we do not think the provision will often come into operation. The new arrangement begins at once for the outward steamers, but for the homeward ones it will not come into operation till the return journey of the *Anadyr*, some time in October. By this new rule, and by the running of a fortnightly, instead of a monthly service with Calcutta, the M. M. Cie prove that they are alive to necessary changes and reforms.

THE question as to whether the great wall of China exists or has existed appears to have just been exercising the minds of many people. Our readers will remember that we called attention to a pamphlet by the Abbé Larrieu some three months ago. This has now found its way to the Press generally, and the results that many who have visited the wall at Kalgan and the Nankow Pass are emphatic in their declarations of the existence of the structure. In justice to the Abbé we may point out one thing which his accusers have missed, viz., that he does not disclaim altogether that there is a wall, but that no such wall exists *as it has been described*, and that it never did get beyond conception. The *stone* wall described only extends over the Nankow Pass, and the second wall about Kalgan, the rest being only earthwork, and that very faulty. In Huc's description it is stated that from the commencement of Shansi it is only of earth, and not of stone in regular sized pieces, as it has always been described.—*L. & C. Express.*

SOME of the Hongkong postal muddles are, except perhaps to sufferers by the performance, almost amusing owing to their very stupidity. The day before yesterday a resident here received a letter by the *Thibet* which had, according to the post mark on the envelope, been posted at the Hongkong office on the 9th of August. Several steamers left between that date and the sailing of the *Thibet*, but why the letter was detained for that particular vessel it would probably puzzle even such an experienced apologist as Mr Lister to satisfactorily explain. Another instance of the beauties of the admirable system fostered by the Hongkong postal genius, was that of a letter posted there and addressed to this port at noon on the 29th July. A steamer left for Kobe at four o'clock the same afternoon, but the letter was not sent either in that vessel nor in one sailing next day. The *Abyssinia* left, however, on the 2nd August, and as she called in at Amoy and Foochow, the Hongkong postal autocrat no doubt thought that a favourable opportunity to make up a mail for Japan. 'The longest way round the shortest way home' is evidently acted upon by Mr Lister, and, judging from his indifference to remonstrance, the only method of bringing about an improvement in his dealings with mails for Japan will be for the Government of this country to bring his eccentricities of management before the postal authorities in England.

TYPHOON NEWS.

We received yesterday from Captain Moreu, Spanish Consul, the following telegram:—'There is another typhoon at the E. of Luzon.' To-day we have received from the same source the following message:—

'The typhoon advised yesterday presented the same character and appears to follow the same direction as those which occurred on the 9th, 10th and 11th instant. Do not know if it will recurve in the China Sea.'

With regard to the former typhoon, the British steamer *Diamante*, from Manila, reports:—Experienced stormy weather throughout. On the morning of the 17th, encountered severe typhoon lasting 12 hours, and which passed to the W.S.W. of the ship. Barometer lowest reading 28.10. The *Diamante* lost one of her boats, and two buoys.

LOSS OF A GERMAN SCHOONER.

Amoy, 17th Sept.

The S. S. *Thales* arrived this morning from Taiwanfoo, bringing Capt. Rubarth and crew of the German schooner *Niederhof*, which was lost at Taiwanfoo last Sunday. It appears that during the typhoon the unfortunate vessel dragged her anchors and drifted broadside on to the rocks, becoming a total wreck in a short time. Fortunately no lives were lost.

MEETING OF THE LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held this afternoon. There were present: H. E. Major-General Cameron, Acting Governor; His Honour Mr Justice Russell, Acting Chief Justice; Hon. F. Stewart, Acting Colonial Secretary; Hon. E. J. Ackroyd, Acting Attorney General; Hon. A. Lister, Colonial Treasurer; Hon. J. M. Price, Surveyor General; Hon. H. G. Thomsett, Harbour Master; Hon. P. Ryrie, Hon. Wong Shing, Hon. J. Bell Irving, Hon. C. P. Chater, Hon. A. P. MacEwen; and Mr Gutierrez (Acting Clerk of Councils.)

DESPATCHES FROM THE HOME GOVERNMENT.

Downing Street, 10th Aug., 1887.

Sir,—I have had the honour to lay before the Queen your despatch No. 223 of the 22nd of June, and I am commanded to convey to you Her Majesty's gracious approval of the proposal to postpone the special celebration of the Jubilee in Hongkong to the 9th of November next.

You will have learned from my telegram of the 23rd of June that Her Majesty received with much pleasure the loyal telegrams referred to in your Despatch under acknowledgment.

I have the honour to be, Sir, your most obedient humble servant,

H. T. HOLLAND.

The Officer Administering the Government of Hongkong.

Downing Street, Aug. 9, 1887.

Sir,—I have the honour to inform you that the Queen has been pleased to appoint Sir George William Des Vœux, K.C.M.G., to be Governor and Commander-in-Chief of Hongkong in succession to Sir George Bowen.

Sir George Des Vœux will proceed to Hongkong *via* America by a steamer leaving Vancouver on the 5th of September or by one leaving San Francisco on the 30th of August.

I have the honour to be, Sir, your most obedient and humble servant,

H. T. HOLLAND.

The Officer Administering the Government of Hongkong.

THE CELEBRATION OF HER MAJESTY'S JUBILEE.

The Hon. Colonial Secretary laid on the table the following minute with regard to the celebration of Her Majesty's Jubilee in the Colony:—

'The Officer Administering the Government recommends the Council to vote the sum of $25,000 towards the Jubilee Fund, to enable this Colony worthily to celebrate and commemorate the 50th anniversary of Her Majesty's glorious and beneficent reign—so especially memorable for the marvellous progress and prosperity of our Colonial Empire (Hongkong, a notable example), and the loyalty and attachment of the Colonists towards the throne. The Honorary Treasurer to the Jubilee Committee reports that a similar sum will be raised among the British and Foreign Communities, exclusive of the Chinese subscriptions. It is proposed to erect a statue of the Queen on the Praya, or most conspicuous site that can be chosen not only as an emblem of England's sovereignty, and the devoted loyalty of Her Majesty's subjects in this Colony, English and Chinese,—but as a token of the affectionate regard evinced towards our beloved Queen on this memorable occasion by our foreign friends, who live among us, and have so generously contributed to the Jubilee Fund. The statue to the Queen will thus also commemorate the good-will which exists among all classes of the Community in the year 1887, and which it is hoped may ever continue; and the Government feel sure that, in asking for this vote, it is merely giving expression to the wishes of the public.'

The Hon. the Colonial Secretary said he would move at next meeting that the Council vote the sum of $25,000 for this purpose.

A STREET IMPROVEMENT.

The Hon. Colonial Secretary said he had now to lay on the table another minute, which was as follows:—

'The Officer Administering the Government recommends the Council to vote the sum of $1,500 for the purchase of a small corner of Inland Lot 24, in Queen's Road West, immediately below the hill whereon stands the Civil Hospital. The thoroughfare makes a sharp angle in skirting round the hill; and, as the traffic through Queen's Road West is incessant, it would be for the safety of riders in chairs and jinrickshas, to shave off the small corner, and thus avoid the accidents which are always taking place at this spot.'

On the motion of the Colonial Secretary, this minute was referred to the Finance Committee.

THE GRANT TO MR BRUCE SHEPHERD.

The Hon. Colonial Secretary afterwards laid on the table a minute of the Finance Committee recommending the sum of $1000 to Mr Bruce Shepherd for his services in connection with the Land Commission, the adoption of which recommendation was unanimously agreed to.

THE PUBLIC HEALTH BILL—OVER-CROWDING.

The Council resumed consideration in Committee of the Public Health Bill, at Part VIII, Section 71, which is as follows:—'Every domestic building or portion thereof found to be inhabited in excess of a proportion of one to every three hundred cubic feet of clear internal space shall be considered to be in an over-crowded condition, and should be deemed a nuisance. This section shall apply only to such districts, or portions of districts, as may from time to time be designated by an Order of the Governor in Council.'

Hon. A. P. MacEwen, in moving that the minimum space mentioned in this section should be reduced from three hundred to two hundred feet, said—When this clause was under consideration in Council some few weeks ago I brought forward certain objections which had been handed to me on the part of the Chinese population, in which they stated that it would inflict a great hardship upon them to adopt this clause with reference to air-space as it stood. They also stated that they were too poor to pay increased rents, and they explained that they were themselves frequently in the open air, and that they also were in the habit, during a great portion of the year, of sleeping outside their houses. Now, Sir, I admit that there was no argument in this; it was merely a statement on the part of the Chinese. But since that time I have myself taken the opportunity to look more closely into the question, and I have come to the conclusion that three hundred cubic feet is too high a minimum to fix. It is true that this matter was considered by the Sanitary Board, and that this minimum was recommended by experts on the Board, but although I was present I must say that I do not think there was any absolute proof brought forward or any authority quoted to show the necessity for fixing such a minimum. There was, of course, a good deal of pen-and-pencil work about it—to show that because a man was six feet long, so many feet broad and so many feet thick, it was therefore desirable that he should have three hundred cubic feet of space to himself in the house he lived in. Now, Sir, I am not saying that this is not desirable—I am not saying that it is not desirable that every adult Chinese should have a room to himself as big as any in Government House for that matter, but I think it is not for the Legislature to fix so high a minimum. The question really is—is it absolutely necessary? or, rather, to put it in other words, is it dangerous to the health of the community to allow an adult Chinese to live in a place where he does not get to himself three hundred cubic feet of clear internal space? I have a few authorities here on this subject, and I trust to be able to convince the Council that it is not dangerous to have less than this minimum and that it is not absolutely necessary to have so much. Over-crowding, it must be borne in mind, is not to be regarded from the stand point of convenience or merely from a social point of view, but it is to be regarded in the light of being injurious to health. The term 'overcrowding' I understand has never been determined by the Legislature. I find that the Poor Law Board at Home allows a space of three hundred cubic feet for every healthy person, and for the London metropolitan lodging-house there is an allowance of thirty superficial feet and two-hundred-and-forty cubic feet. The London School Board have fixed the minimum for the great school-rooms at one-hundred-and-seventeen cubic feet for each individual. Dr Parkes, in his work, 'Practical Hygiene,' says that in the crowded rooms of the artisan class, the average interior space would probably be more like two hundred cubic feet per head than 300; and when you compare the artisan at Home, who lives on beef and alcohol with the Chinese labourer of Hongkong, who spends a great deal of his time in the open air and lives on rice and fish, I do not think there is any member of this Council who would say that the Chinaman requires the same amount of breathing space as the artisan at home. And yet, while the artisan at Home gets, say, but 250 cubic feet we are going to make it compulsory on the Chinese here not to have less than three hundred. Another point to which I wish to draw your attention—and it is used as a strong argument against overcrowding—is this, that one of the worst effects of overcrowding in cities is the frequent outbreak and rapid spread of typhus fever. Now, where we get from 200 to 250 feet of cubic space per head, typhus is comparatively unknown—and it is unknown in this Colony. I wish to quote authorities on another phase of this subject, and, perhaps, Sir, you will be able to correct me if I am wrong. I take for example the military bell tent with its 513 cubic feet of internal space. You are in the habit of placing twelve, sixteen, and as many as eighteen men in that tent, which gives an average respectively of 29, 32, and 42 cubic feet per man; and I would ask any member of this Council whether he would rather sleep in a Chinese House in this city where he gets 100 cubic feet breathing space or in a bell tent at Kowloon where he would have only 32 feet. In the service in India the soldiers are allowed 85 cubic feet and in cold climates the space is about 125 cubic feet at the most. It is true that in this Colony and amongst what you may call the middle-class merchants it may be said generally speaking that each individual gets 300 feet, but if you take the lowest class, such as the chair-coolie class for example, they don't get, I believe, one hundred feet each. In fact, only a few days ago I was looking through a house where seventy men are in the habit of sleeping and I found that they actually did not get so much as 100 feet per head. I saw the men working, and I am bound to say they appeared to me to be healthy enough. I have brought this matter forward because it is a point upon which the Chinese feel strongly. If the minimum fixed by this section appeared to me to be absolutely necessary, I should certainly not object to it, but, conscientiously, I think it is not necessary. I propose to reduce it to 200 feet, and I am perfectly certain that this would give satisfaction to the Chinese and would make this Bill much more acceptable. Of this I am perfectly certain and I should be very sorry if the Government did not see their way to agree to it.

Hon. P. Ryrie—Your Excellency, and hon. gentlemen, my hon. friend (Mr MacEwen) has gone at such length into the question before us that there is very little left for me to say in seconding the amendment. I may say that I have visited a great many Chinese buildings in the course of the years I have been in Hongkong, the houses in which the working class live, and I think the estimate of 100 cubic feet gives about the space in which the members of that class have been in the habit of living ever since this Colony was settled. The practice of sleeping out of doors is one that I have been aware of very often, for any person who comes in from Pokfolum of an evening and takes a drive along Queen's Road West will see the whole pavement covered with recumbent figures asleep, some lying even over the channels, and all evidently enjoying themselves—better, possibly, than they would do inside. One argument for making this clause as lenient as possible towards the Chinese is because of unauthorised persons going round among the houses and saying 'I see your house is overcrowded, if you don't give me something I shall report it.' That has been done already; and, as my hon. friend (Mr MacEwen) has said, it would remove a great objection to the Bill if the minimum number of cubic feet were reduced to 200. I beg to second the amendment.

The Acting Attorney General—I am sorry that I am unable to accept the amendment which has been proposed—that we reduce the minimum space allowed from 300 cubic feet to 200; and I would ask to be allowed briefly to state the reasons for so doing. It must be remembered that this Bill was not directly a Government Bill; it came to us drafted and with the all-but-unanimous recommendation of the Sanitary Board. In stating that I don't for one moment wish to contest the right of any member of that Board to change his opinion, if he is in possession—as doubtless some of them are—of information which he did not possess when the matter was submitted to them and when it was adopted by the Board. A great deal of light has been thrown on these subjects within the last few months, and I am ready to admit that any member has a right to change his opinion if he thinks that the information furnished to him when a member of the board was faulty, or that additional light has been given to him. We have had the opinion of the Board twice on this subject; once when it originally sent up the Bill, and again on the first of June last. On that second occasion the Board gave its reasons for insisting on the 300 feet and these reasons were expressed in a memorandum signed, I believe, by all the members except Dr Ho Kai. It was stated that nothing had been adduced to warrant the assumption that a Chinese as compared with any other member of the human race could live with less air, less light or less ventilation. I don't quarrel with any one of these members who signed the report on the 1st of June, and have since thought they had reason to change their opinion, but I will also ask them to give us the credit of wishing to do the best, when these recommendations came before the Government, in attaching a certain amount of weight to them. The question is, what is the amount of air-space necessary? is overcrowding injurious to health? There is one short reference which I shall make to a book entitled 'a manual of public health.' The Acting Attorney General here quoted from the work referred to, showing the necessity for an air-space of at least 300 cubic feet per individual, and pointing out the dangers that arose from the development and spread of infectious diseases where sufficient space was not allowed. He also quoted to the same effect from Parkes' work on 'Hygiene,' and mentioned several cases in which the outbreak of phthisis had been traced to insufficient air-space. In this connection he pointed out that phthisis was a disease which existed to a large extent among Chinese. The Acting Attorney General then went on to quote at great length from Parkes. He next quoted from Mr. Chadwick, who suggested that 400 cubic feet might be reasonable in Victoria, but when the rooms were divided into cabins the space should be 600 feet. He then went on to say:—The question had often been asked would the provision affect the value of property here. I do not think it will. There is one instance of a property which was offered for sale some years ago, the owner of which on hearing the provisions of this Bill was, I believe, rather alarmed. But he had it measured and he found that after allowing 300 cubic feet he would have to turn out no one. I believe it has been sold lately at a very much higher price. It is not intended to make inquisitorial visits, and the provisions will not be put in force throughout the whole of the Colony but only in cases where the house is injuriously overcrowded. The Government intend to insist on these provisions, and in the case of the poor who have not money enough we must help them and must obtain better health for them if possible. Under these circumstances I do not think we can do otherwise than maintain the old limit of 300 feet. I am sorry that after so many concessions have been made in connection with this Bill that one more subject of contention should arise. Perhaps you will permit me to refer very briefly to some of the concessions that the Government has been willing to make, when they thought it could be done safely. First of all the definition clause as to what constituted 'a nuisance.' The great power given to the Sanitary Board of settling this point has been taken away. Again we have broadened the basis of election for the Sanitary Board; and the matters with respect to the amount of space to be left round a house and with respect to privies have been struck out of this Bill to be considered when the Building Ordinance is introduced. With respect to the right of entry the Government has made concessions, and very large concessions were made in articles 22 to 28, dealing with the powers of the Board. Also with respect to houses built against the hill side the Government has made concessions to the public. The Bill is not perfect as we wish to see it, but we have modified it in order that such an important matter should not be delayed by too much opposition, but when we are asked to reduce the minimum space from 300 to 200 feet, when 300 feet is the very lowest that can be granted, according to the authorities I have cited, I think, Sir, that on this question we should take a stand and insist on 300 feet.

Considerable discussion then took place as to what was really required at Home, as to whether the circulation of air being greater in a warm climate as much should be required here as at Home. The Surveyor General maintained that whatever might be said with regard to the summer the Chinese in the winter close up their houses so as not to allow any air to come. Mr Ryrie said his experience of the natives was the very opposite. They put on warm clothes and left their windows open. The question was also raised as to the ventilation in tents and the accommodation of soldiers. The raising of this last brought the Acting Governor to his feet.

His Excellency said:—If there is any discussion on that point I think I can give a little information. With the bell tents you can lift the wall, you can open the door, you can get as much air nearly as you like. It is a case of renewing the air and so long as the air is renewed that is all we want. Of course it is often not pleasant to have windows wide open and a great deal of draught in dormitories; and therefore if you wish to combine a certain amount of comfort with the necessary ventilation you must enlarge the cubic space. As the soldiers have been quoted, I may tell you that we allow 1,000 cubic feet for every soldier in the dormitories. If the house is not divided so that the partitions run up to the ceiling, then I believe it is the intention of the Board to measure the cubic contents of the whole of the house excluding all solid objects, such as chests of drawers &c. That is a very liberal allowance indeed. The whole mischief of overcrowding in this Colony has been caused by these sub-divided floors and cock lofts. I have been making an enquiry into the matter. It may be that the Government in the past have been negligent; but I understand—I speak subject to correction—that the Government has not been so negligent as has been alleged. These floors and cock-lofts are said to be against a former ordinance, and were never contemplated originally; and I am not sure if people have not been prosecuted for these cock-lofts. Is it not so?

The Surveyor General—There have been prosecutions.

His Excellency—The attention of the Government was given to the matter, but the Ordinances were faulty. It is absolutely necessary to fix a moderate space within which these poor people may live. People say they are healthy, that overcrowding does not signify. Well you will find it rather difficult to prove that. The death rate, as far as we can make out, among the land population is rather over 30 per 1000. In the boat population it is rather less. The mortality is very considerable when you come to consider that most of the people are between 20 and 40 years of age, that most of those who come here are young men from the mainland full of health in the very best condition. You must also recollect that the Chinese population is very much like ourselves, a migratory one, and that when a man gets ill he goes over to the mainland he does not die here. It must also be remembered that there are very few children and that there are comparatively few old men. I say it is a very large death rate. And not only that but many of these young men go home invalided. We ought to do all we can to reduce the death rate and to reduce sickness among these poor labouring fellows. The provision of 300 cubic space will not reduce the accommodation so much. In nearly all the houses I visited the space did not fall far short of that. I think there is a great deal of unnecessary alarm, and recollect that it is all to be done gradually, and if this provision proves a great hardship it will not be too late to mend it. It is not as if you were going to turn out half the population as was the cry at one time. I am always delighted that the troops are referred to, because it is something marvellous how we have reduced the mortality amongst the troops at all these foreign stations. The health of the troops here is, I think, superior to what it has been in any of my commands. The death rate is only 8 per cent among the white troops, and that is due entirely to giving the men more space for sleeping at night. I think it was mentioned by somebody that half of these people slept in the street. Well I do not think they do that throughout the cold weather, moreover it is against the law and leads to many irregularities. This Bill was the result of an immense amount of research on the part of the Sanitary Board, and the Executive Council did its very best to eliminate any hard clauses. With regard to this minimum of 300 cubic feet we have gone over the section again and again and we have come to the conclusion that we cannot possibly reduce it.

A long discussion then took place which was prolonged to so late an hour that we are unable to give a report of it to-night. Finally Mr Bell-Irving suggested a compromise, namely that 250, not 200 feet, be substituted for 300 feet.

Mr Chater seconded and Mr MacEwen withdrew his amendment in favour of this. Mr MacEwen also asked the Governor if the official members were bound to vote with the Government.

His Excellency replied that it was necessary for a Government to be coherent, but in this case he would not make the matter a Government question. The question was evidently put by Mr MacEwen with the view of gaining the vote of the Acting Chief Justice. The latter, however, said he was thoroughly convinced of the necessity for 300 feet. He declared also that he had never received any intimation on any occasion from the Government as to how he was to vote; and had always voted according to his own conviction, and trusted he never would have occasion to do otherwise. His Excellency said he had often been asked to consult the Chief Justice on matters, but had always held that the Legislative Council was the place where the opinion of the Chief Justice could be made known.

The Government refused to accept the compromise and a division took place with the following result,

Amendment.	Against.
Mr Ryrie.	The Harbour Master.
Mr Wong Shing.	The Surveyor General.
Mr Bell-Irving.	The Colonial Treasurer.
Mr Chater.	Act. Attorney General.
Mr MacEwen.-5.	Act. Col. Secretary.
	Act. Chief Justice.-6

The amendment was therefore lost and the Section passed as it stood.

A short discussion took place on other clauses of part VIII. and the Bill finally passed through Committee.

The Council then adjourned till Friday, when the third reading will be moved.

CORRESPONDENCE.

INFORMATION WANTED.

To the Editor of the 'CHINA MAIL.'

Hongkong, 19th Sept. 1887.

SIR,—If any of your numerous and intelligent readers (please don't all speak at once) will kindly inform me of the *raison d'être* of feathers being thrust through the nostrils of hens in China, I shall be extremely obliged.

Perhaps that mystic essence 'Brownie'—which, by the way, in my humble opinion, ought to be 'Brunie'—will be good enough to enlighten me,—'it' having on a previous occasion professed to some knowledge of egg-culture.—Yours faithfully,

CHANTICLEER.

MILITARY FOOLING.

To the Editor of the 'CHINA MAIL.'

Sept. 19th.

SIR,—Your correspondent 'Brownie' has done well in calling attention to the 'reclaiming scheme' now being carried out by the military in the rear of the Guard House adjoining the R.E. stores. For some months back coolies have been carrying earth and building-débris in large quantities.

As no rubble or retaining wall has been built, the consequences are that with each tide a quantity is washed into the sea, but during the last gales the sea has played high jinks, as little less than 1,000 tons of loose earth have been washed into the harbour. As the Civil Government have been dredging these parts at considerable expense, it is simply idiotic for the military to thus play at cross purposes. If a coolie throws a basket of rubbish over the praya he is punished, but a 1000 tons of earth are virtually thrown into the harbour through the incompetence of military supervision and no notice is taken of the brainless conduct of the individuals responsible. H.E. the Administrator, in his dual capacity, can readily find out who is responsible, and *compliment* his subordinate on the intelligence he has displayed in this reclamation scheme.

OBSERVER.

P.S.—If the officer responsible does not know how to build a cheap and effective rubble wall, 'Causeway Bay' will afford him the information. O.

TRADE WITH THE NEIGHBOURING PROVINCES.

We have just received a pamphlet entitled 'Bericht Uber eine reise nach Kwang-si,' being a report of a journey to Kwang-si by Mr H. Schroeter, of Messrs Siemssen & Co., Canton. As far as we have been able to judge from a cursory glance at the work, Mr Schroeter has brought together in his work very important particulars, commercial and political, with regard to numerous districts hitherto very imperfectly known. He tells his story too in an attractive style, which will make the report pleasant reading. An appendix to the pamphlet, giving particulars with regard to the trade of Kwang-si and of the city of Woo-chow-foo,—which the author calls a Treaty port of the future—has been translated into English. This part of the report is especially valuable to merchants having dealings with the neighbouring provinces. We intend to refer to the work again; but meantime we give the following extract which has reference to matters which were engaging attention here some time ago:—

'With a view to comparison, however, I should like to begin by saying something also about the densely populated Delta, situate between Sam-shui, Hongkong and Macao. The various inland ports of this district of country for the greater part supply themselves direct from Hongkong with articles of import. They have also commenced furnishing that metropolis of Southern China with native produce and manufactures for exportation, ignoring altogether the existence of Canton.

'Except in the case of few articles of import, e.g. Opium and Kerosene Oil, the whole of the above Delta is subject to a remarkably light taxation as far as goods shipped in junks are concerned, the tariff of the Native Customs being considerably lighter than that of the Imperial Maritime Customs, which is supervised by Europeans. This, taken with the fact that merchandize brought in native boats from places in the interior to Canton for shipment thence in foreign bottoms, is frequently subjected to additional taxes before it is landed in Canton or shipped from the place, explains why the Hongkong river-boats have enjoyed such a small portion of the immense carrying trade existing between Hongkong and Canton, the heart of the consuming country. The European Custom House, which only looks after ships of foreign build, charges 5 per cent *ad valorem*, in addition to which, as we have seen, there are in many cases further taxes levied, and these are constantly changing and reappearing under new names. The Native Customs, on the other hand, are satisfied with about 2 per cent *ad valorem* on goods shipped per junk, making little or no difference whether these are landed at one of the small ports in the vicinity of Hongkong, or in the most northerly town of the Delta, Hai-nam. It is not at all my intention, however, to call this 2 per cent *ad valorem* the average amount of the native taxes, which are charged only in the same proportion, and with similar modifications, as the 5 per cent of the Imperial Maritime, or European Customs. But if it is an undoubted fact that China has the same right to tax goods carried in junks to and from Hongkong, that she has to tax those shipped in foreign bottoms, I maintain that all the discussion in the matter which has appeared in the Hongkong newspapers, and which has been kept up even till very lately, articles appearing at intervals like tales of the sea-serpent, has been referring to a state of things which for many years has had no existence.'

MAILS VIA CANADIAN PACIFIC ROUTE.

'Information having been received from the Canadian Post Office to the effect that a mail service to Japan and China by the Canadian Pacific route, *via* Vancouver, has been provisionally established, the Postmaster-General has decided to take advantage of this opportunity to forward by each mail to Montreal correspondence for these countries which may be specially superscribed 'by the Canadian Pacific route' or *via* Vancouver. Correspondence so sent will be liable to the same rates of postage as when forwarded *via* San Francisco, viz:—Letters, 4d. per ½oz.; registration fee, 2d.; postcards, 1½d. each; reply cards, 3d. each; newspapers, 1d. per 4oz.; printed papers and book packets, 1d. per 2oz. The dates fixed for the departure of the mails from Montreal are as follows: Saturday, Sept. 17; Tuesday, Oct. 11; Friday, Nov. 4. Letters, &c., have to be posted in England about eleven days previously.

NEWS BY THE ENGLISH MAIL.

(*London & China Express*, Aug. 19.)

The pioneer steamer destined to ascend the upper waters of the Yangtsze River is now being shipped on board the China Shippers' Mutual S. N. Co.'s steamer *Kaisow* at Glasgow. On arrival at Shanghai the vessel will be put together, and it is hoped will be ready and afloat by the first week in December.

The subject of Port Hamilton is not to be allowed to rest. Viscount Sidmouth has given notice that next session he will ask Her Majesty's Government whether it was their intention to provide another naval port in lieu of Port Hamilton, which had been abandoned; and also move for returns of the dock accommodation in the East Indies, China Seas, and other ports of the Empire.

There appears to be no doubt but that the negotiations for the revision of the Japanese treaties have now definitely fallen through, and the protracted labours of the Japanese Government and the European Ministers have come to nought. It is a pity that the French Minister was not in accord with his colleagues, as the matter might have been settled, and the late further demands of the Japanese Government, which are understood to have settled the discussion for the nonce, would then, in all probability, not have been preferred.

The fact of the accomplishment of the route *viâ* the Canadian Pacific Railway is being gradually borne in on the official mind. This week we have the notification that letters, &c., will be received by the Post-office for China and Japan, and may be superscribed 'By the Canadian Pacific Route.' The matter of a subsidy for the connecting line of steamers on the Pacific is still under consideration of the Government, however. It appears probable that the authorities are waiting to see whether the route will really be practical under all conditions, for as yet of course, its value and efficiency in winter have to be demonstrated. It is slowly growing in favour, however, and in time, no doubt, the pluck and enterprise which have been characteristic of the undertaking will receive their just reward.

The *Ching-yuen* and *Chi-yuen*, the two Armstrong fast cruisers for the Chinese Government, have taken their powder and shot on board, and will leave the Tyne on the 20th inst. for Spithead, under the charge of Admiral Lang, of the Chinese Navy. At Spithead they will await their consorts, built in Germany, the *Kin-yuen* and *Lai-yuen*, which have been formally handed over to General Tcheng-ki Tong on behalf of the Chinese authorities, but they still require several minor details to be completed. Some German officers will assist in navigating the vessels to China, under Chinese commanders, whilst several retired English naval officers will be on board the vessels built in this country. The Chinese officers in command have been through the Greenwich School and served afloat in the English Navy. The two Armstrong boats will pick up the new Yarrow torpedo-boat for the Chinese at Dover, and she will be towed out by one of them.

The time seems to be approaching when some steps should be taken to have fixed routes for the various outward and homeward bound steamers to the East, and the Far East. The large and ever increasing amount of tonnage that plies between Europe and the East appears to indicate the wisdom of some such steps being taken shortly, with a view to obviating the chances of collision at sea. We may be told that there have been no alarming accidents lately to make such a course desirable, but it is as well to be guided by what has been found serviceable on the Atlantic, where experience unfortunately compelled it. 'Prevention is better than cure,' and we call attention to the subject before some calamity may result which would bring it more forcibly home to those interested. The matter could easily and expeditiously be arranged. One or two meetings of owners interested, and lines could be laid down on the charts for outward and homeward routes. If some of the leading lines started, others would probably soon fall in with the idea.

COMMERCIAL NEWS.

In the Tea market the firm tone manifested in dealing with the new Teas has been productive of satisfactory results to importers, whilst the home trade have no cause to complain of the range of prices current. The altered conditions this season are mainly due to the moderate shipments from China, which show a falling-off of about 20,000,000 lbs. If total shipments from China do not exceed 120,000,000 lbs. for 1887-8 the article will be placed in a position not experienced, say, since 1879-80. For Indian and Ceylon Tea the feature is the favourable position of fine quality, which commands strong competition at remunerative prices to the importers.

In the Silk market the week opened with a very firm tone. The daily flood of telegrams from Shanghai all reporting a continually rising market, with very great firmness on the part of the Chinese, has at last had some effect, and a fairly large business has been done at daily improving prices, which may be quoted at an advance of 9d. for the week. Deliveries 1st to 18th inst. are:—516 China; 75 Japan; 225 Canton; total, 816 bales.

LATEST MAIL ADVICES.

Yokohama, July 20; Hiogo, 18; Shanghai, 2; Foochow, 3; Hongkong, 7.

The French mail, *via* Marseilles, ex Messageries Maritimes steamer *Irawaddy*, with the advices from China and the Straits Settlements, dated as above, was delivered in London on the 10th inst., five days in advance of due date. The Japan advices were received this day, *via* San Francisco. The next inward mail, ex P. & O. steamer *Malwa*, from Shanghai July 9, was despatched from Brindisi yesterday, and will reach London to-morrow, three days early. The following homeward mail from Shanghai 16th, Hongkong 21st July, per Messageries Maritimes steamer *Oxus*, was despatched from Port Said on the 16th inst.

NEWS FROM GERMANY.

Public discussion is divided between the departure of Prince Ferdinand of Coburg for Bulgaria and the Luxemburg succession question. The grand dukedom of Luxemburg is vested in the Crown of Holland, but by German law no female is entitled to the Throne. Therefore when King Willem of Holland dies the Duke Adolph of Nassau will succeed to the throne. There is a suspicion that France and Belgium are intriguing to bar the succession of the Duke of Nassau. Luxemburg has several times been the cause of a quarrel between the European Powers, and it may so happen once more, as it is well known that Prince Bismark is fully resolved to allow no questioning of the rights of Prince Adolph. Prince Bismark has had a prolonged audience of the Emperor, after which the Chancellor left for Kissingen. On the 13th inst. a conference was held here by sundry jute merchants to consider the measures for the foundation of a market for raw jute at Hamburg. It was resolved that one of the members of the conference, Herr Spiegelberg, of Brunswick, should proceed to India in order to induce shippers there to send the raw material to Hamburg for manufacture. It is said that several banking establishments are willing to support the syndicate.

The weather of late has been wet, cold, and not at all summerlike. The trade on the river again has been satisfactory during the week, especially during the last two days. Our communication with the Far East has been upheld by the following vessels:—*Australia*, s.s., Basson, arrived from Singapore; *Glenlyon*, s.s., Somers, from China; and *Port Yarrow*, Peattie, from Rangoon; the only departure having been the *Pemptos*, s.s., Johansen, for China. The vessels on the berth are the *Niobe*, s.s., *Iphigenia*, s.s., and *Tringa* s.s., (new vessel), all three of the Kingsin Line, for their usual route; *Pembrokeshire*, s.s., and *Monmouthshire*, s.s., for Penang, Singapore, &c., up to Japan, *via* Antwerp and London; *Glenlyon*, s.s., Somers master, for Penang, Singapore, Hongkong, and Shanghai; *Guy Mannering*, s.s., for Penang, &c., up to Yokohama and Hiogo; *Klyde*, s.s., for Manila and Hoilo, *via* Singapore; *Tartar*, s.s., for China and Japan; and *Sachsen*, s.s., (Subvention Liner), for her usual route.

LATE TELEGRAMS.

We take the following telegrams from Australian and other papers:—

INCREASE IN THE GERMAN CORN DUES.

London, Aug. 22.—The German Government has decided to increase the corn dues in Germany.

THE IRISH QUESTION RAISING DISCONTENT IN ENGLAND.

London, 1st Sept.—The Irish Question is now causing a great feeling of discontent in England. Mr Gladstone proposed a motion reversing the action of the Government, in proclaiming the National League. This was lost by a majority of 123. Michael Davitt declares that, if free speech is stopped by the proclamation of the National League, Ireland will be steeped in crime during the coming winter.

FORTIFICATION OF THE COALING STATIONS.

London, 1st Sept.—The Earl of Carnarvon writes to the *London Times* deploring the apathy of the British Government in not properly fortifying the coaling stations on the leading routes of commerce. He contrasts therewith the patriotic exertions of the chief Australian Colonies.

ANOTHER CRISIS IN BULGARIA.

London, 1st Sept.—Another crisis has arisen in Bulgaria. Prince Ferdinand, the new occupant of the throne, is bringing about a deadlock through personal bias. Turkey and Russia accuse him of violating the treaty of Berlin. A Russian occupation is again suggested.

FAILURE OF PASTEUR'S TREATMENT.

London, 1st Sept.—Lord Doneraile has died from hydrophobia, it is alleged, after his having been subjected to Pasteur's treatment.

RUSSIAN PRESSURE UPON TURKEY.

London, Aug. 19.—The *Moscow Gazette* publishes an article in which it hints that Russia will occupy Trebizonde, a port on the Black Sea coast, and Erzeroum, in Armenia, unless the Turkish Government takes measures to suppress Prince Ferdinand of Saxe-Coburg, the new ruler of Bulgaria.

THE AUSTRALIAN NAVAL SQUADRON.

London, Aug. 21.—Sir Henry Holland, in a speech on the question of the Australian Naval Squadron, stated that the sanction of the Imperial Parliament was necessary before the increased expenditure could be incurred; not that the sanction was unnecessary, as was previously telegraphed. Sir Henry Holland added that the Government were bound in good faith to uphold the naval scheme as settled by the Imperial Conference.

REMISSION REFUSED BY THE HOME SECRETARY.

London, Aug. 20.—Mr. Henry Matthews, the Home Secretary, has refused to remit the sentences passed upon the captain, mates, and one seaman of the ship *Lady Douglas*, in connection with the death of a Malay seaman belonging to the vessel while on the voyage from Shark Bay to London.

THE NEW HEBRIDES.

London, Aug. 21.—Mr Higginson has published a letter in the Paris *Temps*, in which he asserts that the New Hebrides have always been regarded as a dependency of New Caledonia. He also points out that the French element in the group has absorbed the English interests since 1882. The French troops had saved Europeans from massacre and cannibalism. The English missionaries, he says, inculcated a feeling of hatred on the part of the natives against the French, and maintained a factious agitation with Australia. Mr Higginson advocates that England should protect the Banks and Santa Cruz groups, France annexing the New Hebrides and engaging to cease sending her convicts to the Pacific.

THE PROCLAMATION OF THE LEAGUE.

London, Aug. 21.—The proclamation of the National League by the Government has caused little popular excitement in Ireland. The Loyalists are exultant at the action of the Government, but the Parnellites are defiant. The books, money, and papers of the League have been removed to London.

The Hartington section of the Unionist Liberals supports the proclamation of the League.

It is reported that a number of prominent English Liberals have decided to join in a protest against the action of the Government.

It is probable that Mr Gladstone will move, in the House of Commons, an address to the Crown against the proclamation.

Mr. E. R. Russell has withdrawn from the Unionists in consequence of the amendments made by the House of Lords in the Irish Land Bill.

POLICE PRECAUTION IN IRELAND.

London, September 4.—Large forces of police and military have been despatched to Ennis, County Clare, to view the holding of a meeting which was announced to take place to-day, notwithstanding that its assembly had been proclaimed under the Crimes Act. It is expected that forty thousand Irishmen will be present at the meeting, including Mr Dillon and several other members of the House of Commons.

DEPARTURE OF THE CROWN PRINCE OF GERMANY.

Prince Frederick William, the Crown Prince, has left for Germany.

INDIAN EXCHANGE.

Bombay, 1st September.—A special telegram to the *Bombay Gazette* says, that Justice Scott, in a letter to the *Times* on the subject of Exchange, points out the hardship from which Indian officials suffer owing to the depreciation of the rupee. He recommends that in payment of salaries the rupee should have a fixed value which, in the case of officials of more than five years standing, should be 1s. 8d, and in case of juniors 1s. 6d.

MISCELLANEOUS NEWS.

London, 26th Aug.—A strong feeling exists in Canada against the completion of the railway connection between Manitoba and the United States.

England is requesting President Cleveland, of the United States, to act as arbitrator in the Canadian Fisheries disputes.

Enormous meetings have been held in Dublin, denouncing the proclamation of the National League.

Her Majesty Queen Victoria has decided to devote £70,000 from the Women's Jubilee Offering Fund, towards the foundation of an institution for the nursing of invalid women and girls.

The British Government have decided not to remove the Rev. Shirley Baker, the Premier of Tonga, from his position, for his alleged Wesleyan persecutions, but are determined to watch his actions more closely in future.

Edward Hanlan left New York for Australia last Friday.

Lord Loftus, the late Governor of New South Wales, has been declared a bankrupt.

Exchange.

HONGKONG, Sept. 19.

On London—	
Bank, Wire, ...	3/2¼
„ On demand, ...	3/2⅜
„ 30 days' sight, ...	3/2½
„ 4 months' sight, ...	3/2⅝
Credits, 4	3/3
Documentary, 4 months' sight	3/3½
On Paris—	
On demand, ...	4.02
Credits, 4 months' sight, ...	4.12
On New York—	
On demand, ...	77¾
Credits, 60 days' sight, ...	79
On Bombay—	
Wire, ...	223¼
On demand, ...	223¾
On Calcutta—	
Wire, ...	2.3¼
On demand, ...	223¾
On Shanghai—	
On demand, ...	72⅝
30 days' sight, ...	73⅛
Gold Leaf, 100 fine	32.30
Sovereigns, ...	86.16

CHINA COAST METEOROLOGICAL REGISTER.

SEPTEMBER 18.—AT 4 P.M.

Station.	Barometer reduced to sea level and 32° Fah.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain during previous 24 hr.
Manila...	29.75	82	87	W.	1	c	—
Haiphong.	—	—	—	—	—	—	—
Hongkong	29.78	82	83	SE	3	o	—
Amoy...	29.82	89	—	SE	3	—	—
Foochow...	29.81	89	77	SE	2	b	—
Shanghai...	29.88	77	91	NE	4	o f p	—
Nagasaki...	29.91	—	—	SW	2	—	1.63
Wl'ostock.	29.82	48	—	—	0	b	—
SEPTEMBER 19.—AT 10 A.M.							
Bolinao...	29.52	82	—	NW	7	o	—
Manila ...	—	—	—	—	—	—	—
Haiphong.	—	—	—	—	—	—	—
Hongkong	29.87	80	85	SSE	1	o d	0.37
Amoy...	29.85	82	89	—	—	c	—
Shanghai...	29.91	76	86	NE	2	c	—
Nagasaki..	29.93	—	—	—	—	—	—
Wl'ostock.	29.83	48	99	—	0	f	—

The barometer has risen along the coast and fallen in Luzon. The temperature is high and the weather cloudy but calm. At 4 p.m. yesterday the following notice was issued: 'There appears to be another typhoon in the Pacific. Telegraphic communication is interrupted.' At 10 p.m. directions were issued to hoist the Drum. The typhoon was approaching Bolinao from the East this morning. An increasing N.W. gale is felt in Luzon.

W. DOBERCK,
Government Astronomer.
Hongkong Observatory, September 19.

1. BAROMETER, reduced to 32 degrees Fahrenheit, and to the level of the sea in inches, tenths and hundredths.
2. TEMPERATURE, in the shade in degrees, Fahrenheit.
3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.
4. DIRECTION OF WIND, to two points.
5. FORCE OF WIND, according to Beaufort Scale.
6. STATE OF WEATHER, *b* blue sky, *c* detached clouds, *d* drizzling, rain, *f* fog, *g* gloomy, *h* hail, *l* lightning, *o* overcast, *p* passing showers, *q* squally, *r* rain, *s* snow, *t* thunder, *v* visibility, *w* dew (wet).
7. RAIN, in inches, tenths and hundredths.

METEOROLOGICAL REGISTER.

AT 4 P.M. TO-DAY.

Barometer ...	29.77
Temperature ...	82
Humidity ...	81
Direction of Wind	E
Force ...	2
Weather ...	b

Violent typhoon appears to have crossed Northern Luzon and entered the China Sea. Telegraphic Communication is interrupted.

W. DOBERCK.
Hongkong Observatory, Sept. 19, 1887.

Temperature.

(*Taken at Messrs Falconer & Co's Premises, Queen's Road.*)

BAROMETER—9 A.M. ...		29.90
Do.	1 P.M. ...	29.85
Do.	4 P.M. ...	29.81
THERMOMETER—9 A.M. ...		84
Do.	1 P.M. ...	85
Do.	4 P.M. ...	84
Do. (Wet bulb) 9 A.M.		79
Do. Do.	1 P.M.	79
Do. Do.	4 P.M.	79
Do. Maximum ...		85
Do. Minimum over night		80

Intimations.

DENTISTRY.

FIRST CLASS WORKMANSHIP.
MODERATE FEES.

MR. WONG TAI-FONG,
Surgeon Dentist,
(Formerly Articled Apprentice and Latterly Assistant to Dr. Rogers,)

At the urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. Rogers,

No. 2, DUDDELL STREET.

CONSULTATION FREE.

Discount to missionaries and families.
Solo Address
2, DUDDELL STREET,
(Next to the New Oriental Bank.)
Hongkong, January 12, 1885. 66

CHAS. J. GAUPP & Co.,
Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC and METEOROLOGICAL INSTRUMENTS.
Voigtlander's Celebrated
BINOCULARS and TELESCOPES.
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NAUTICAL BOOKS.
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Christofle & Co.'s Electro-Plated Ware.
GOLD & SILVER JEWELLERY,
in great variety.
DIAMONDS
— and —
DIAMOND JEWELLERY,
A Splendid Collection of the Latest London Patterns, at *very moderate prices.* 742

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS and ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the Head Office, No. 14, Praya Central, will receive prompt attention.

In the Event of Complaints being found necessary, Communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.
Hongkong, August 25, 1885. 1458

NOTICE.

THE Undersigned are Sole Agents for Hongkong and Manila for the Sale of THE MONTSERRAT LIME JUICE, and THE MONTSERRAT LIME JUICE CORDIALS.

A. S. WATSON & Co., Ld.
Hongkong, May 3, 1887. 864

To Let.

TO BE LET.

With Immediate Possession.

SUITE of ROOMS fronting the Praya and Pedder's Street upon the Ground Floor of Building recently occupied by Messrs. Melchers & Co.

These Premises are well adapted for OFFICES or STORES.

BISNEE VILLA, Pokfulum.

Apply to
SHARP & Co.,
Estate Agents,
Marine House.
Hongkong, August 1, 1887. 1443

TO BE LET.

A Very Comfortable Furnished HOUSE, Commanding extensive Sea View, and very Cool in Summer.

Apply at
THE HONGKONG DISPENSARY.
Hongkong, June 16, 1887. 868

TO LET.

(With Early Possession.)

THE Desirable Residence "GREENMOUNT," Situated on the Bonham Road.

Apply to
GILMAN & Co.
Hongkong, March 17, 1887. 488

TO LET.

ROOMS in "College Chambers."

Apply to
DAVID SASSOON, SONS & Co.
Hongkong, May 25, 1887. 504

Insurances.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to Insure against FIRE at Current Rates.

GILMAN & Co.
Hongkong, January 1, 1882. 14

THE LONDON ASSURANCE.

Incorporated by Royal Charter of *His Majesty King George The First,* A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates.

Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.
Hongkong, July 25, 1872. 496

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & Co.,
Agents.
Hongkong, July 15, 1887. 1340

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH to NEW YORK, via OVERLAND RAILWAYS, and touching at Yokohama, and San Francisco.

THE U. S. Mail Steamship *CITY OF RIO DE JANERIO* will be despatched for San Francisco, via Yokohama, on WEDNESDAY, 21st September, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To San Francisco	$200.00
To San Francisco and return, available for 6 months ...	350.00
To Liverpool	333.00
To London	338.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10%. *This allowance does not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50a, Queen's Road Central.

C. D. HARMAN,
Agent.
Hongkong, August 31, 1887. 1661

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MALTA, MARSEILLES, GIBRALTAR, BRINDISI, ANCONA, VENICE, TRIESTE, AND LONDON;

also,

BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

THE Peninsular and Oriental Steam Navigation Company's Steam-ship *BRANDISI,* Captain E. Ashdown, with Her Majesty's Mails, will be despatched from this for LONDON direct, *via* SUEZ CANAL and usual Ports of Call, on FRIDAY, 23rd September, at 4 p.m.

Cargo will be received on board until 10 a.m. on the day of sailing.

Parcels and Specie (Gold) at the Office until Noon on the day of sailing.

For further Particulars regarding FREIGHT and PASSAGE, apply to the Peninsular & Oriental Steam Navigation Company's Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

E. L. WOODIN,
Acting Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, September 12, 1887. 1752

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, *VIA* THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship *GAELIC* will be despatched for San Francisco, via Yokohama, on SATURDAY, the 1st October, at 3 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

First-class Fares granted as follows:—

To San Francisco	$200.00
To San Francisco and return, available for 6 months ...	350.00
To Liverpool	333.00
To London	338.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10%. *This allowance does not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50a, Queen's Road Central.

C. D. HARMAN,
Agent.
Hongkong, September 10, 1887. 1748

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA;

also

LONDON, HAVRE, BORDEAUX, DUNKIRK AND ANTWERP.

ON THURSDAY, the 29th September, at Noon, the Company's Steamship *YANGTSE,* Commandant Bonnefoy, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 28th Instant. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. de CHAMPEAUX,
Agent.
Hongkong, September 16, 1887. 1808

CANADIAN PACIFIC LINE.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, *VIA* THE CANADIAN PACIFIC RAILWAY and other connecting RAILWAY LINES & STEAMERS.

THE British Steamship *PARTHIA,* 3,167 Tons Register, C. Brodie, Commander, will be despatched for VANCOUVER, B.C., *via* KOBE and YOKOHAMA, on THURSDAY, the 29th Sept., at 3 p.m.

To be followed by S.S. *BATAVIA,* on the 15th October, and *ABYSSINIA,* on the 8th November.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with San Francisco by the regular Steamers of the Pacific Coast Steamship Company.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To Vancouver, Mex	$160.00
To Victoria and San Francisco	175.00
To all common points in Canada and the United States	200.00
To Liverpool	300.00
To London	305.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Offices, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 p.m. on the 28th September.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to

ADAMSON, BELL & Co.,
Agents.
Hongkong, September 13, 1887. 1695

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS in the LEVANTE, BLACK SEA & BALTIC PORTS;

also,

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

The Company's Steamers will call at SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON THURSDAY, the 29th September, 1887, at 4 p.m., the Company's Steamship *NECKAR,* Captain Baur, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, *calling at* Genoa.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 28th Instant. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to

MELCHERS & Co.,
Agents.
Hongkong, September 3, 1887. 1692

SUMMER TIME-TABLE.

THE KOWLOON FERRY.

Steam-Launch
MORNING STAR

Runs Daily as a Ferry Boat between Peddar's Wharf and Tsim-Tsa-Tsui at the following hours:—This Time Table will take effect from the 15th April, 1887.

Week Days. Leaves K'loon.	Week Days. Leaves H.K.	Sundays. Leaves K'loon.	Sundays. Leaves H.K.
6.00 a.m.	7.00 a.m.	6.00 a.m.	7.00 a.m.
8.00 „	8.30 „	7.30 „	8.00 „
8.50 „	9.00 „	9.00 „	10.15 „
9.40 „	10.15* „	10.30 „	10.45 „
10.30* „	12.30 p.m.	11.00 „	Noon.
12.45 p.m.	1.00 „	12.30 p.m.	1.15 p.m.
1.30 „	2.00 „	1.30 „	2.00 „
2.20 „	3.00 „	2.30 „	3.30 „
3.30 „	4.00 „	3.30 „	4.00 „
4.15 „	4.30 „	4.15 „	4.30 „
4.50 „	5.10 „	4.50 „	5.10 „
5.25 „	5.40 „	5.25 „	5.40 „
5.55 „	6.15 „	5.55 „	6.15 „
6.45 „	7.00 „	6.45 „	7.00 „
7.15 „		7.15 „	

* There will be no Launch on Monday and Friday, on account of coaling.

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppages.

POST OFFICE NOTICE.

Unclaimed Correspondence.

Sept. 16, 1887.

	Lets.	Pap.		Lets.	Pap.
Adams, Rev. S.	1		Leung, A. J.		1
Airth, Mr	1		Levy, A.	1 reg.	
Alanco, Mr	1 parcel		Livingston, Miss M.	1	
Allen, Mrs W. G.	1	3			
Alves, H. W.	1		Loudoun, Comtess of	3	3
Beck, L. S.	1				
Bernstein, S.	1		Lyle, A. A.	1	
Betrian, J.	1		Maia Singh	1 reg.	
Bonderoff, H.	1		McIntyre, J.	1 reg.	
Bowler, T. I.		3	McIntyre, A.		1
Brady, W.	1 parcel		McPetrie, Capt.	1	
Brough, Capt. C. C.	1		Merker, Mrs N.	1	
			Miles, Mr	1	
Brown, Miss B.	1		Mollison, W.	1	
Carter, F. B.	2		Morgan, Mrs R.	1	
Chong Lung	1 reg.		Morrison, M. A.	1	
Cohen, Miss B.	1		Mostyn, G.	1	
Comme, Mr	1		Moyar, Mrs A.	1	
Cowen, W. B.	2		Muir, W.	1	1
Delbois, Dr J.	1		Neill, F. W.	1	
Delf, A. M.	1		Perkins, E. A.	4	
Dingwall, W. M.	1		Pernon, H.	1	
Dodd, C. B. N.	1		Perotti, A.	1	
Ducret, H.	1		Ramsay, Capt. H.	1	
Edwards, Margaret	1		Reilwey, E.	1 p. cd.	
Encarnação, I. G.	1		Reyes, Lino	1	
Fitz Herbert, F.	1		Reynolds, A.	1	
Fordham, R. O.		1	Roper, H.	1	
Foyer, M.	1		Rosenfeld, W.	1	
Gandevia, Dr N. B.	1		Rosenthal, A. J.	4	
Garett, M.	1		Rungeling, Mr	1	
Geinsberg, Lizzie	1 reg.		Salomon, D.	1	
Gibb, R.	1		Schlesinger, A.	1	
Glover, E.	1		Schuster, A.	1	
Goodman, Dr		2	Skinner, T.	1	1
Greenshields, J. M.	1		Smith, Mrs S. I.	1	
Hagan, Mrs M.	1		Stockley, V. M.	1	
Hardy, Jas.	1		Strong Steel & Co	1	
Heinson, J.	1		Sykes, G.	2	
Henrie, A.	1		Tetzmer, M.	1 p. cd.	
Hill, S. A.		3	Theband, E.	3	
Hockmeyer, F.	1		Thwaites, E. W.	2	
Horenstein, L.	1		Turner, Mrs J. H. T.	1	
Hung Cheong	1				
Ido, C.	1 p. cd.		Veiurip, Miss A.	2	
Isherwood, F.		2	Vogt, Mrs	1	
Jot Lung	1		Ward, E.	1	
Julian, Miss C.	1		Wasner, J.	1	
King, J.	1		Watson, H.	1	
Kunimatsu, E.	1		Webster, Mrs B.	1	
Kwong Shing Loong	1		Wehrlin, D.	1	
			Weinberg, C.	1	
Kew, Mrs	1		Weis, S.	1	
Kimerling, Y.	1		Werry, W.	1	
Lobo, L. M.	1		Wichmann, E.	1	
Laichong	1 reg.		Wong Yum	1 reg.	
Laurence, Miss	1				

DETAINED.

Ally, A. A. G., Shanghai, 1 letter.
Ayres, Miss C. P., Philadelphia, 1 parcel.
Castets, Melle. M., Seine, 1 parcel.
Lavenel, Mme. R., Seine, 1 parcel.
Miles, J. E., Frankfort, 1 parcel.
Simpson, Miss M., Minnesota, 1 parcel.
Smith, A. L., New York, 1 parcel.

For Merchant Ships

	Lets.	Pap.		Lets.	Pap.
A. U. Roma	2 regd.		J. M. Blaikie	4	1
Ada (sloop)		1	J. N. Bleakly	1	
Albany, s.s.	1 regd		Kitty	1	
Alva (yacht)	1		Lancaster	1	
Atholl	3		Lilian		1
Australasian	1		Linlithgowshire	1	
Belle of Oregon	1		Lock Linke	3	
Billy Simpson	1		Mary Casuim	1	
China (bq.)	1		Matilda (ship)	1	
Cloncurry	2		Mathilde	1 regd.	
Colombo	1		Menmuir, s.s.	1 regd.	
Deuteros		1	Meridian	1	
Director	1	1	Naomna	2 regd.	
Doretta (bq.)	1		Oregon	1	
Elmina	1		Pakshan	4	
Elwell	1		Pharus		1
E. H. Drown	1		Priam	1 regd.	
Flintshire (Bq.)	1		Principia	1	
Flissus	1		Ramsdal	2	
Frank Pendleton	2		Raylton Dixon	1	
Fu-chew	2		Reamsrow	1	
Fuyo	3		Rembrandt	1	
Garibaldi	1		Savona		1
General Dornvill	1		Simching	1	
Glucksburg		1	Soochow	1	
Goliah	1		Southern Chief	2	
H. E. Tapley	1		Strathairly	5	
Hecate	1		Sunbeam	1	
Hei Cheong	1		Telemachus	1 regd.	
Hop Mim	1		Tetartos	1	
Hudson		1	Umberto Arbib	1	1
Ilyasus	1		Uppingham	2	
Iolanthe	3		Westmeath, s.s.	5	
Isanian	1		Wm. Mc. Gilvery	1	3
J. C. Potter	1		Yee	1	

CHINA COAST METEOROLOGICAL REGISTER.

September 17.—at 4 p.m.

Station.	Barometer red. to sea level and 32° Fht.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain during previous 24 hr.
Manila	29.85	83	79	s	1	o	1.70
Haiphong	—	—	—	—	—	—	—
Hongkong	29.57	74	100	ESE	11	o r q	—
Amoy	29.85	86	76	SE	3	c	—
Foochow	29.84	85	78	NE	5	c	—
Shanghai	29.92	82	83	ESE	3	c	—
Nagasaki	30.09	—	—	SW	3	—	—
Wl'ostock	29.84	61	—	SE	3	o	—

September 18.—at 10 a.m.

Station.	Barometer red. to sea level and 32° Fht.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain during previous 24 hr.
Manila	29.89	80	89	NNW	1	o	—
Haiphong	—	—	—	—	—	—	—
Hongkong	29.83	83	78	SE	4	o	0.88
Amoy	—	—	—	—	—	—	—
Shanghai	29.93	79	87	E	3	o p	—
Nagasaki	29.96	—	—	SE	1	—	—
Wl'ostock	29.90	59	98	N	1	f	0.04

The existence of the typhoon was first indicated in the China Coast Meteorological Register on the morning of the 15th according to the last paragraph of chapter II of the 'Law of Storms' (page 9). On the morning of the 16th it was stated that it was N. of Luzon. Directions to hoist the drum were issued at 11.20 a.—at 7 p the following notice was issued: 'Typhoon approaching Formosa Channel. Strong N.E. winds reported from stations there.' At 8.50 a on the 17th directions to fire the gun one round were given. The following notices were issued on the 17th: (at 10.20 a) 'Typhoon S.S.E. of Hongkong apparently moving N. westward.' (at 11.5 a) 'Only a strong gale is expected, or a storm, at any rate it is not likely to blow so hard as in 1884.' (at 4.0 p) 'Typhoon S.W. of Hong Kong apparently moving N. westward.'—At 12.20 p directions were given to hoist the south cone and at 1.03 p to hoist the ball.—Owing to the absence of direct telegraphic connection with Hong Kong and the other stations, earlier or more complete information was not available.

W. Doberck,
Government Astronomer.
Hongkong Observatory, September 18.

1. Barometer, reduced to 32 degrees Fahrenheit, and to the level of the sea in inches, tenths and hundredths.
2. Temperature, in the shade in degrees, Fahrenheit.
3. Humidity, in percentage of saturation, the humidity of air saturated with moisture being 100.
4. Direction of Wind, to two points.
5. Force of Wind, according to Beaufort Scale.
6. State of Weather. *b* blue sky, *c* detached clouds, *d* drizzling, rain, *f* fog, *g* gloomy, *h* hail, *l* lightning, *o* overcast, *p* passing showers, *q* squally, *r* rain, *s* snow, *t* thunder, *v* visibility, *w* dew (wet).
7. Rain, in inches, tenths and hundredths.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloon shore *k.*, and those in the body of the Shipping or midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour-Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.

Section.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kellett's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name.	Anchorage.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Amigo	3 c	Hundewadt	Ger. str.	720	Sept. 19	Chinese	Amoy	To-morrow
Angers	...	Pinkham	Brit. str.	3185	Sept. 11	Adamson, Bell & Co.	...	Quarry Bay
Anton	3 h	Aereboe	Ger. str.	396	Sept. 9	Wieler & Co.	Hoihow, &c.	To-morrow
Ashburne	8 h	Cheribon	Brit. str.	1613	Sept. 19	Butterfield & Swire		
Atholl	5 c	Coulter	Brit. str.	923	Sept. 14	Adamson, Bell & Co.		
Batjan	5 c	Koch	Dut. ycht.	87	June 15	Arnhold, Karberg & Co.	...	For sale
Bonalder	5 c	Thomson	Brit. str.	1343	Sept. 17	Gibb, Livingston & Co.	London	To-morrow
Carisbrooke	3 c	Cass	Brit. str.	973	Sept. 15	Butterfield & Swire		
Chelydra	5 c	Peace	Brit. str.	1574	Sept. 16	Adamson, Bell & Co.		
Chingtu	5 c	Arthur	Brit. str.	1459	Aug. 27	Butterfield & Swire	Sydney, &c.	To-day
City of Rio de Janeiro	5 c	Seabury	Amer. str.	3584	Sept. 7	P. M. S. S. Co.	Y'hama & SanF'cisco	21st inst.
Clara	5 c	Christensen	Ger. str.	674	Sept. 19	Siemssen & Co.		
Dafila	5 c	Watt	Brit. str.	535	Sept. 18	Hon Tak		
Decima	5 c	Oestmann	Ger. str.	965	Sept. 13	Siemssen & Co.	Bangkok	To-morrow
Diamante	5 c	McCaslin	Brit. str.	514	Sept. 18	Russell & Co.	Manila	23rd inst.
Euphrates	8 h	Edwards	Brit. str.	1300	Sept. 10	Russell & Co.		
Fee Chen	5 c	Lagar	Brit. str.	643	Sept. 17	Jardine, Matheson & Co.		
Fidelio	3 h	Brock	Ger. str.	852	Sept. 19	Wieler & Co.	Singapore	To-morrow
Gaelic	5 c	Pearne	Brit. str.	4205	Sept. 15	O. & O. S. S. Co.	San Francisco	
Geelong	5 c	Houghton	Brit. str.	1139	Sept. 15	Adamson, Bell & Co.	Yokohama & Kobe	24th inst.
Haiphong	5 h	Harris	Brit. str.	1122	Sept. 18	Douglas Steamship Co.		
Hydaspes	5 c	Crew	Brit. str.	1899	Sept. 19	P. & O. S. N. Co.	Shanghai	To-morrow
Ingraban	3 c	Ruge	Ger. str.	783	Sept. 17	Bun Hin Chan	Singapore	To-day
Koug Beng	3 h	Phillips	Brit. str.	862	Sept. 19	Yuen Fat Hong		
Lombardy	5 c	Brookes	Brit. str.	1726	Sept. 15	P. & O. S. N. Co.		
Marcia	8 c	McIntosh	Brit. str.	1060	Sept. 14	Takasima Colliery Agency	Nagasaki	To-day
Melita	2 c	Mörck	Ger. str.	805	Sept. 15	Wieler & Co.		
Mongkut	3 h	Anderson	Brit. str.	859	Sept. 15	Yuen Fat Hong	Swatow & Bangkok	To-morrow
Pakshan	3 c	Young	Brit. str.	517	Sept. 10	Order		
Pilot Fish	6 h	Stopani	Brit. tug.	161	July 24	H. K. & W. Dock Co.		
Raylton Dixon	8 h	Johannsen	Norw. str.	1230	Sept. 15	Takasima Colliery		
Sea Gull	8 h	C. Lesbirel	Amer. str.	48	...	China Traders Insurance Co.	...	For sale
Stura	8 h	Marchi	Ital. str.	1415	Sept. 15	Carlowitz & Co.		
Sussex	5 c	O'Callaghan	Brit. str.	1620	Sept. 11	Adamson, Bell & Co.	Saigon	To-morrow
Taiyuan	5 c	Dodd	Brit. str.	2349	Sept. 17	Butterfield & Swire		
Thibet	5 c	Creery	Brit. str.	1671	Sept. 19	P. & O. S. N. Co.	Kobe & Yokohama	23rd inst.
Tritos	2 c	Bleicken	Ger. str.	1142	Sept. 19	Siemssen & Co.		
Visayas	3 c	Ajubita	Span. str.	406	Sept. 19	Chinese		
Vorwaerts	...	Bruhn	Ger. str.	612	Sept. 8	Wieler & Co.	...	Cos'tan Dock
Watergeus	5 c	Scott	Belg. str.	558	Sept. 19	Siemssen & Co.		
Yung Ching	3 h	Lincoln	Chi. str.	761	Sept. 18	C. M. S. N. Co.	Shanghai	To-morrow
Sailing Vessels								
Adolph	3 c	Westergaard	Ger. bqe.	867	Aug. 19	Eduard Schellhass & Co.	Hamburg	
Allie Rowe	...	Phillips	Haw. bg.	...	June 9	Wieler & Co.	...	K'loon Dock
Amaranth	5 c	Morris	Ger. bqe.	934	July 19	Carlowitz & Co.	London, &c.	
Anton Gunther	...	...	hulk.	441	Feb. 11	Chinese Customs	...	K'loon Bay
Chelmsford	5 k	Collins	Br.-3m. sch.	381	Aug. 11	Order		
Clan Mackenzie	5 k	Harris	Brit. sh.	1597	Aug. 31	Arnhold, Karberg & Co.	London, &c.	
Comet	5 c	Krippner	Ger. sh.	1083	Aug. 5	Carlowitz & Co.	Hamburg	
Doretta	3 c	Jorgenson	Siam. bg.	300	Sept. 14	Chinese		
Elizabeth Nicholson	5 c	Falconer	Brit. bqe.	904	July 15	Melchers & Co.	San Francisco	
Elmina	3 c	Jarki	Nerth. bqe.	289	Sept. 9	Eduard Schellhass & Co.		
Erlkonig	...	...	hulk.	450	July 9	Chinese Customs	...	Patent slip
Governor Goodwin	3 c	Lester	Amer. sh.	1414	Sept. 17	Melchers & Co.		
Governor Robie	3 c	Blanchard	Amer. sh.	1627	Sept. 6	Russell & Co.	New York	
Goliah	3 c	Simpson	Siam. bqe.	542	Sept. 14	Chinese		
Granite State	2 h	Ross	Amer. sh.	1624	Sept. 15	Pustau & Co.		
Hattie E. Tapley	3 k	Telfer	Brit. bqe.	907	Sept. 9	Chinese		
Hei Cheong	2 h	Martin	Brit. bqe.	325	Aug. 24	Chinese		
James S. Stone	3 c	Barston	Amer. bqe.	674	Sept. 18	Russell & Co.		
Kitty	...	Laird	Brit. bqe.	803	Aug. 20	Order	...	K'loon Dock
Marianne	3 k	Vialla	Fren. bqe.	469	Sept. 10	Remedios & Co.		
McNear	5 k	Larrabee	Amer. sh.	1245	Aug. 22	Carlowitz & Co.	New York	
Melusine	3 c	Mehlburger	Ger. bqe.	937	Sept. 12	Melchers & Co.		
Nyl-Ghan	5 c	Butler	Brit. sh.	1252	July 23	Pustau & Co.	New York	
Osaka	5 c	Jones	Brit. bqe.	365	Sept. 10	Chinese		
P. N. Blanchard	5 c	Oakes	Amer. sh.	1345	July 15	Siemssen & Co.	New York	
Romsdal	3 c	Whyte	Br. 4m. sh.	1827	Sept. 5	Wieler & Co.		

Her Britannic Majesty's Ships on the China Station.

Name.	Rig.	Tons.	Guns.	I.H.P.	Captain.	Where at.
Alacrity	despatch-vessel	1400	—	—	Captain R. Blair Maconochie	Shanghai
Audacious*	double-screw iron frigate	6010	10	4330	Capt. Robert Hastings Harris	Yokohama
Calliope	corvette	2780	—	—	Captain Kane	Nagasaki
Cockchafer	gunboat	465	4	470	Lieut.-Com. H. H. Boteler	Hongkong
Constance	corvette	2380	14	2590	Capt. L. C. Keppel	Yokohama
Cordelia	corvette	2420	—	—	Captain Henry H. Boys	Nagasaki
Daring	sloop	940	4	920	Captain A. H. Boldero	Singapore
Esk	gunboat	360	3	340	——	In reserve
Espoir	gunboat	465	4	470	Lieut.-Com. H. R. Adams	Canton
Firebrand	gunboat	455	4	460	Lieut.-Com. Denison	Hongkong
Heroine	corvette	1420	8	1470	Captain Chas. J. Balfour	Yokohama
Leander	cruiser	3750	10	5000	Captain M. J. Dunlop	Yokohama
Linnet	gun-vessel	756	5	1050	Commander W. Marrack	Shanghai
Merlin	gunboat	430	4	490	Lieut.-Com. W. M. Maturin	Shanghai
Midge	hospital-ship	603	—	—		Hongkong
Mutine	sloop	1200	—	—	Captain J. H. Martin	Shanghai
Orion	2 screw iron armor plated	4870	4	4040	Captain T. H. Royse	Penang
Rambler	sloop	830	3	690	Commander W. U. Moore	On a cruise
Rattler	gunboat	670	6	1200	Lieut.-Com. W. Maitl. Dougall	Singapore
Sapphire	corvette	1970	12	2360	Captain R. G. Kinahan	Shanghai
Satellite	cruiser	1420	8	1400	Captain Arthur L. Alington	Kobe
Solent	torpedo mining launch	150	—	—		Hongkong
Swift	gun-vessel	756	5	1010	Commander A. C. B. Bromley	Kobe
Tweed	gunboat	360	3	340	——	In reserve
Victor Emanuel	receiving ship	5157	14	—	Commodore Maxwell, A.D.C.	Hongkong
Wanderer	sloop	925	4	750	Captain Orford Churchill	Shanghai
Wivern	turret-ship	2750	4	1450	——	Hongkong

* Flagship of Vice-Admiral Vesey Hamilton, Commander-in-Chief.

☞ For H. B. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy list.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Rig.	Tons.	Guns.	H.P.	Captain.	Where at.
Aleout	Russian gunboat	800	—	—	Captain Parenogo	Nagasaki
Aragon	Spanish cruiser	1908	—	—	Captain D. E. Zulnaga	Manila
Aspic	French gunboat	470	4	450	Commander Rupé	——
Aurora	Austro-Hungarian cruiser	1430	—	—	Captain Franz Muller	Yokohama
Bobre	Russian cruiser	1100	—	—	Captain Menschicoff	Nagasaki
Brooklyn	U. S frigate	3900	14	1200	Flagship of Admiral Chandler	Yokohama
Comète	French gunboat	475	4	450	Lieut.-Commander Martel	Hongkong
Dmitry Donskoy	Russian frigate	6000	—	—	Captain N. Scrydloff	Kobe
Essex	U. S. corvette	1375	6	900	Commander Jewell	Yokohama
Iltis	German gunboat	489	—	—	Captain Eickstedt	Amoy
Jaguar	French gunboat	445	2	270	Lieut.-Commander Fouet	Haiphong
Lutin	French gunboat	485	4	425	Captain Nény	Haiphong
Marion	U. S. corvette	1900	7	1170	Commander Merrill Miller	Chelmulpo
Monocacy	U. S. sloop	1370	6	1470	Commander H. Glass	Yokohama
Mordj	Russian gunboat	455	7	60	Commander Moltsoff	Corea
Nautilus	German gun-vessel	755	4	600	Captain von Hoven	Singapore
Nayezdink	Russian cruiser	1330	9	250	Captain Zarine	Vladivostock
Omaha	U. S. corvette	2400	12	1150	Capt. Courtis	Yokohama
Palos	U. S. gunboat	420	6	500	Lieut.-Com. Thomas Nelson	Yokohama
Parseval	French gunboat	—	—	—	Captain M. Foret	On a cruise
Pluvier	French gunboat	340	—	420	Lieut.-Commander Poidloue	Haiphong
Primauguet	French cruiser	2200	15	2270	Captain Bugé	Yokohama
Rapido	Italian cruiser	1458	5	—	Captain F. Cravosia	Hongkong
Rio Lima	Portuguese gunboat	540	—	—	Captain Raphael d'Andrade	Hongkong
Rynda	Russian cruiser	3000	—	—	Captain Th. Avellan	Kobe
Sivotch	Russian cruiser	900	1	1000	Commander Suctrieff	Corea
Sobol	Russian gunboat	455	7	60	Commander Boyle	Japan
Tamega	Portuguese gunboat	610	5	500	Commander P. I. Gouveia	Macao
Turenne	French frigate	5880	12	4250	Captain Juge	Yokohama
Vestnik	Russian corvette	1330	—	—	Captain Lang	Yokohama
Vipere	French gunboat	480	4	425	Capt. de Maroller	Yokohama
Vitiaz	Russian corvette	2950	12	—	Captain Makaroff	Kobe
Vostock	Russian gunboat	—	4	—	Commander Molchonsky	Vladivostock
Wolf	German gunboat	384	6	340	Captain Joeselike	Shanghai

Printed and published by Geo. Murray Bain, at the *China Mail* Office, No. 2, Wyndham Street, Hongkong.